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STATE OF MAINE
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THIRD ANNUAL REPORT

OF THE

COMMISSIONER OF HIGHWAYS


FOR THE

STATE OF MAINE

FOR THE YEAR

1907

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STATE OF MAINE.

OFFICE OF COMMISSIONER OF HIGHWAYS,
AUGUSTA, January 1, 1908.

To His Excellency, William T. Cobb, Governor, and the Honorable Council:

I have the honor to present the third annual report of the Commissioner of Highways.

Very respectfully,

PAUL D. SARGENT,
Commissioner.

REPORT.

During the first three months of 1907 the time of the commissioner was almost wholly occupied in explaining to members of the Legislature and others the provisions of the bill which was offered in the last report as a basis for a new state road law.

Immediately after adjournment of the Legislature requests began to come in from municipal officers for advice concerning the construction of state roads. Beginning in the middle of April and continuing until the last of November with the exception of two weeks in May and two weeks in June when county road meetings were held, from four to five days each week were spent by the commissioner in visiting towns and in looking after road and bridge work for which the Legislature made special appropriations.

Besides the regular office work a large amount of time has been devoted to carrying on the investigation of the bridges of the State which was ordered by the last Legislature. The result of this investigation will be found in this report.

NEW STATE ROAD LAW.

In the last report a bill was offered as a basis for new state road law. Two well attended committee hearings were held on the bill. The time of the first hearing was devoted to hearing the proponents of the bill. Appearing in behalf of it were a committee of the State Board of Trade, a committee of the State Grange and a committee of the County Commissioners' Association of the State. There were also presented to the Legislature and referred to the committee 453 petitions carrying 13,947 names representing cities, towns and subordinate granges throughout the State asking for the passage of the bill.

At the second hearing the opponents appeared. These included representatives of four cities and one town.

After being considered at several executive sessions of the committee the bill finally was reported to the Legislature and unanimously passed as a law in the form in which it appears in this report.

The law includes in general all the provisions of the bill. The only part that was materially changed was cutting down the amount of the appropriation and the consequent reduction in the amount of joint fund for the several cities and towns. The amount of aid granted to towns with a valuation in excess of \$1,000,000 was also increased from 50 per cent to 75 per cent of the amounts furnished by those towns.

Explanation of the Law.

We apprehend that most people would rather be told in a few words what any law means or how it works than to try to find out for themselves by perusing the same. We realize that it is the function of the court to say what any law means so that proposition will not be touched upon at this time; we will attempt to explain some of the provisions of the new law and procedure under the same.

Section two provides that the main thoroughfare of each town which votes to build state road shall be designated as state road. Also that a majority of the voters in any town or of the municipal officers in any city may petition for a change in the location of the state road if they are satisfied the road as designated "is not the main traveled thoroughfare in that town."

This section also provides that a second state road may be laid out in any town after completion of the first state road.

Section three creates the State Highway Department and provides for a state highway commissioner, an assistant commissioner, one clerk and one stenographer.

Sections four, five and six cover the financial part of the law.

Section four declares that each town must set aside from its regular appropriation for highways a certain amount of money to be used in making permanent improvements on its highways, and names the amounts which towns must so set apart. The provisions of this section also extend to unincorporated townships. The idea meant to be conveyed in this section is that

the amount set aside under it may be used for the permanent improvement of some leading line of highway in the town but not necessarily the state road. This section works automatically.

If, however, the town desires to draw state aid it must according to section five, make a special appropriation equal to fifty per cent of the amount necessary to be set aside under section four. This special appropriation shall be made in addition to the amount regularly raised for the maintenance of highways. The section also provides that application for state aid must be made to the state highway department prior to April fifteenth or the town will forfeit its right to state aid that year.

Section six names the amount of state aid that shall be apportioned to the different classes of towns according to their valuation.

Section seven declares that the three sums—that set aside under section four, the special appropriation made under section five and the state aid apportioned under section six shall together constitute a joint fund for the permanent improvement of the state road—also that towns shall file prior to May fifteenth a proposal showing the location and nature of work which they desire to do.

Towns which do not apply for state aid shall file a similar proposal prior to June first showing where and how they propose to expend the money set aside under section four. Such towns may also have the services of any engineer in the employ of the State for consultation and advice concerning the improvement of their highways.

Towns which make improvement under section four must file statement of improvements made by November first.

Section eight provides for doing work costing one thousand dollars or more by contract and tells what provisions shall apply to such work; also gives towns right to bid on work located within their borders.

The section also provides that towns in which less than one thousand dollars is expended may have the services of an engineer for survey and superintendence of the work.

Section ten describes the manner of making payment of the State's share of the joint fund; also the manner of paying for contract work.

Section thirteen provides for the building of connecting links of road between the state roads laid out by the county commissioners; the idea being that eventually a complete system of continuous main thoroughfares may be realized.

The other sections of the law are taken up with details and further prescribe the duties of the commissioner.

There will probably be discovered in the course of operation of the law points which will need to be amended and changed and these points can only be discovered by trying the law.

It is planned to handle the work as far as possible on uniform blanks which will be supplied by the department.

The attention of municipal officers is called to the fact that the law requires certain returns to be made to the department on or before certain dates and it is hoped that town officers will bear in mind that the work of the department which of necessity will be heavy will be materially lightened and expedited if these returns are forwarded promptly on the dates specified.

The following schedule of duties of selectmen with regard to the law may serve as a helpful reminder:

In all towns.

Insert the following or similar articles in town warrant:

(Last paragraph, sec. 5.)

"Article . . . To see if the town will vote 'yes' or 'no' upon the adoption of the provisions of Chapter 112 of the Public Laws of Maine, for the year 1907 relating to the appropriation of money necessary to entitle the town to state aid for highways for the year 1908."

"Article . . . To see if the town will raise, appropriate and set apart, for the permanent improvement of the main highways within the town, such sum of money as is contemplated and directed by Section 5 of Chapter 112 of the Public Laws of Maine for the year 1907, being the sum of \$."

A. *In towns voting to apply for state aid.*

1. Make application for state aid before April 15. (Time extended to June 15 for cities.)

(Sec. 5.)

2. File proposal giving location and kind of work before May 15. (Time extended to July 15 for cities.)

(Sec. 7.)

3. File certificate of cost of road before Nov. 1.

(Last paragraph, sec. 8.)

B. *Towns not voting to apply for state aid.*

1. File proposal giving location and kind of work to be done with money set aside under section four, before June 1. (Time extended to July 15 for cities.)

(Second paragraph, sec. 7.)

2. File certificate of cost of road before Nov. 1.

(Last sentence, second paragraph, sec. 7.)

The full text of the law together with a financial statement showing its application to every town will be found in this report.

FIELD WORK.

During the last two weeks of May and the first two weeks of June, seventeen county road meetings were held—two in Aroostook county and one in each of the other counties. There was a fair attendance at these meetings and a good degree of interest was manifested by those present. In nearly every meeting the same line of questions was presented for discussion as in the meetings of the year previous. This is due largely to the fact that many towns follow the practice of changing road commissioners frequently, an evil which has been discussed in an earlier report.

An attempt was made to hold these meetings at such time and place in each county as would give opportunity for viewing some first-class job of road work under construction. Arrangements looking to this end could not seem to be perfected. At Belfast, however, Commissioner Bennett had a section of his state road work under way and the delegates to the meeting adjourned to the scene of the work and made an inspection of it. The work consisted of building a stone underdrain on a clay hill and surfacing the hill with gravel. A section of the underdrainage work was being done on the day of the meeting and it gave all an opportunity to see how this work should be done properly. The commissioner believes that actual demonstrations of practical road work would be a valuable adjunct to each of these meetings.

Besides the towns in which county meetings were held the following have been visited officially: Kennebunk, Old Orchard, Sanford, South Berwick, Saco, Brunswick, Harpswell, Norway, Fayette, East Livermore, Monmouth, St. George, Thomaston, Manchester, Pittston, Washington, Oakland, Bingham, Madison, Anson, Norridgewock, Mercer, Concord, Old Town, Hampden, Glenburn, Macwahoc, Presque Isle, Foxcroft, Bel-

fast, Detroit, Monson, Oakfield, Fort Kent, St. Francis Plt., Rangeley, Van Buren, Fort Fairfield, Whitneyville, Machias, East Machias, Calais, Baileyville, Baring, Eastport, Jackman, Charlotte, Windsor, China, Albion, Winslow, Benton, Clinton, Vassalboro, Readfield, Vienna, Mt. Vernon, Belgrade.

In most of these towns state road construction occupied the attention of the commissioner. In some, however, advice was given in relation to bridge work as well as to road work, and in some the work attended to was the result of special appropriations by the Legislature. Several of these towns were visited two or more times.

STATE ROAD WORK IN 1907.

The year 1907 was a red letter year for state road work in Maine. It was the first year in which claims for state aid exceeded the State's appropriation. Three hundred and twenty-nine towns have filed claims, which will probably be allowed, aggregating in round numbers \$73,500 while the appropriation to meet these claims is but \$70,000. Seventy-nine miles of road have been reconstructed at a cost of \$169,900, making the average cost per mile a little rising \$2,150. As this is \$300 per mile more than the average cost of the work done in 1906 and the cost that year averaged \$230 per mile more than for the year previous we feel that our efforts during the last two years in trying to raise the standard of state road work have not been without avail.

Included in this seventy-nine miles of work we find there were 5.23 miles of road surfaced with macadam varying in width from 12 to 43 feet and in thickness from 5 to 8 inches and that the average cost per mile for all classes of this work was \$5,828. The average cost per square yard was 40 cents.

About 60 miles were surfaced with gravel, a large part of this work having been underdrained with "V" stone drain, varying from 8 to 12 feet wide and from 18 inches to 24 inches deep. Gravel was spread not less than 12 feet wide and six inches deep and in many cases the width and depth were considerably increased.

About 13 miles were underdrained, graded and surfaced with the material at hand, no gravel or crushed stone being available.

Madison built 3,185 feet of sand-clay road 16 feet wide at a

cost of \$589.24. Kennebunk built 300 feet of asphalt macadam 30 feet wide at a cost of \$967.46. In a few towns the money was expended for bridge work.

In addition to above claims, Bingham, Bucksport and Randolph constructed state roads but their claims were disallowed as each town had received special aid from the Legislature on account of its highways or bridges.

There were also twenty-five towns which made appropriations for state road work but which for various reasons—principally on account of lack of labor—did not do any work. Consequently it may be said that there were 357 towns in the State interested in state road work in 1907.

WORK UNDER SPECIAL RESOLVES.

Herewith is given a summary of road and bridge work performed under special resolves of the Legislature in which the commissioner has been interested.

St. Francis Plantation: Appropriation of \$800 to repair washout in highway on bank of St. John river. Money to be expended under supervision of state highway commissioner. Examined site with assessors of plantation and a large delegation of citizens on July sixteenth and recommended that location of road be changed and new section of road built instead of attempting to build a retaining wall or crib work to support the highway and keep back the St. John river which if properly done would have cost from \$5,000 to \$8,000. A road was laid out on the new location by the plantation assessors, accepted by the voters and constructed by the road commissioner of the plantation according to instructions from this office. Road examined and accepted October 31 and payment of \$800 made to treasurer of plantation at December meeting of Governor and Council.

Survey of St. John river at Van Buren for International Bridge: Appropriation \$400. On a trip through Aroostook county in July a call was made with Senator Therriault on Hon. John B. Costigan of Edmundston, N. B., Canadian senator, to ascertain his views as to whether it would be possible to secure the co-operation of the Canadian government in making this survey. We were unable to see Mr. Costigan owing to his absence from town on the day of the call. A letter of inquiry

and a certified copy of the resolve of the Legislature was later forwarded to Mr. Costigan and as yet no reply has been received.

In October another attempt was made to see him but only to learn that he had left the day before for Ottawa. Nothing has yet been done on the survey.

Bridge between Machiasport and East Machias: Appropriation \$8,000, to be expended by board of trustees appointed by Governor.

Met and advised with board of trustees about six times. Furnished general plans for work and schedules of material. Also selected steel draw span from competitive bids and made final inspection of work passing especially upon the draw which was furnished by the American Bridge Company on contract. The remainder of the work was performed by day labor.

The work consisted in virtually rebuilding an old pile trestle with a draw in it. All of the work in the channel of the river, that is, between banks at low water was put in new, making about 350 feet of new work. The shore approaches, about 300 feet more, were built as far as possible upon the old piling, new piles being driven wherever necessary. The old draw consisted of one channel 43 feet wide over which was a double lift wooden bridge. The new draw provides two channels 45 feet each, spanned by a swinging steel bridge.

The work cost complete upwards of \$9,500.

Old Town and Milford Bridges: By chapter 402 of Private and Special Laws, 1907, the State assumed the care of these two bridges. On June 28 the state commissioner with the Penobscot county commissioners made an inspection of these bridges. They were found to be in a very poor state of repair. Temporary repairs have been made as the bridges do not appear to be worth repairing permanently.

No appropriation was made for this work and the commissioners of Penobscot county whom the law directs to make the repairs have met the bills and will ask the next Legislature to reimburse the county.

Visits were also made to this bridge July 10 and October 26.

Bridge at Oakfield: Appropriation \$750 provided town expends equal amount. To be expended under supervision of Aroostook county commissioners and state highway commis-

sioner. This job was visited in April and again in July. Nothing done as yet on the construction of the bridge. Town has voted to relocate the bridge in order to obtain a right angle crossing of the stream as recommended by this office.

Whitneyville: Appropriation \$500 to repair bridge across Machias river. Plans were prepared for a concrete abutment at the suggestion of the selectmen. A very poor wooden abutment was built.

Macwahoc: Appropriation of \$1,250 for repairing bridge across Molunkus stream and the bridge across Macwahoc stream to be expended under direction of state commissioner of highways and the county commissioners of Aroostook county.

Both of these bridges were examined on June 15. Specifications for the repairs to each bridge were drawn in this office and forwarded to the Aroostook county commissioners who attended to letting the contracts and supervising the work. The contract for repairs to the Molunkus bridge was let to Seward Waster for \$275 and during the progress of the work the Aroostook commissioners ordered extra labor and material to the amount of \$85.00 making the total for repairs to this bridge \$360.

The contract for the Macwahoc bridge was let to Frank P. Kimball for \$650. This work consists of rebuilding abutments and on account of high water all through the season of 1907 it has not been done. The work will be done, however, in the season of 1908.

Road from Roach River to Grant Farm: Appropriation of \$1,250, to be expended by agent appointed by the Governor and Council.

During the last week in June at the request of L. E. Moore of Sebec, agent, the commissioner made a trip over this road with Mr. Moore advising in relation to the repairs.

The total appropriation was expended on this work together with a similar amount furnished by the Great Northern Paper Company.

Road leading from Northwest Carry on Moosehead Lake to Pittston Farm: Appropriation \$750 to be expended under direction of an agent appointed by the Governor and Council.

During the first week in July upon request of H. L. Colby of Jackman, agent, a trip was made over this road for the purpose of advising as to repairs. No work was done, however,

on account of the scarcity of labor during the season and the appropriation has been carried over for expenditure in 1908.

Town of Concord: Appropriation of \$564.03 to aid in building and repairing highway leading to Bingham and Concord bridge to be expended under the direction of commissioners of Somerset county.

This work was inspected the latter part of September after its completion. A large amount of drainage work and ledge excavation was done, the material excavated being used to fill a low portion of the road. A much needed improvement was made in the approach to the bridge. The full amount of the appropriation was expended.

Road at Bingham: Appropriation same as for Concord and expended in a similar way; total of \$382.53 expended to date.

Bridge in town of Rangeley: In addition to above work the commissioner has aided a committee of the town of Rangeley in selecting and buying a bridge which has been erected over the outlet of Rangeley lake. During the month of August a visit was made to the site and plans and specifications for concrete abutments were prepared which the committee followed in carrying out the work. The completed job was inspected for the town of Rangeley January 7, 1908.

CONVENTIONS.

County Commissioners' Convention at Belfast, August 14: The commissioner attended this convention and as in the past two years advised with the county commissioners relative to state road work for 1907 and also reviewed the new law and its course through the Legislature.

A similar report was made on the general bridge bill which was before the last Legislature.

Convention of American Road Makers: The commissioner made preparations and plans to attend the fourth annual convention of the American Road Makers held at Pittsburg, March twelfth and thirteenth, but as the new state road bill was just emerging from committee at the same time he did not deem it advisable to be absent. This association is composed of all state highway commissioners and others interested in the question of road improvement.

Good Roads Convention in Springfield, Massachusetts, September twenty-fourth and twenty-fifth: The commissioner attended this convention which was held under the auspices of the Springfield Automobile Club. The motto of the meeting was "Good Roads and the Sane Use of Them."

Representatives of the state highway departments of Rhode Island, Connecticut, Massachusetts and Pennsylvania were in attendance at this meeting as well as delegates from several other states. The sessions were most interesting and instructive. Your commissioner gave a short address on state road work in Maine.

As indicative of the status of highway improvement in the states above named it may be said that a large part of the discussion of the meeting was devoted to considering the best methods of preserving macadam roads and laying the dust on the same; in other words the building of macadam roads is the established policy in those states and the proper maintenance and preservation of those roads is the question that is now being agitated.

We were interested to hear a representative of the Metropolitan Park Commission say that the split log drag was used in maintaining certain sections of the system which were surfaced with gravel.

SYSTEMATIC MAINTENANCE OF HIGHWAYS.

The following paper was prepared under the title of "The First Thing to be done to secure an Improvement in the Highways in the Rural Districts" and read at a meeting of the Central Maine Fair Association at Waterville, November 30, 1907.

It is an elaboration of the ideas we had in mind when discussing the question of road maintenance on pages 18, 19 and 20 of the first report of this office.

It is reproduced in the hope that some of the suggestions therein contained may be found practicable in some towns.

There is no need today of discussing the desirability of good roads. Their economic value is well established and is well known by people who have given the matter the most casual attention.

The government through the Department of Agriculture has several times collected statistics from all parts of the country to learn just what it was costing to transport farm products from the farm to the shipping point over unimproved roads. A careful compilation of the information obtained shows us that the average cost over ordinary country roads is twenty-five cents per ton per mile. This would be equivalent to a team costing four dollars per day hauling 1,600 pounds twenty miles in a day and I think is not far from what teams can do on an average in this State taking all seasons of the year into consideration. At least I know this is about what teams "toting" supplies into the woods in my part of the State can handle and we pride ourselves on having as good roads in Washington County as there are in the State.

It has been learned at the same time that over improved roads the cost is from one-fourth to one-third as much or an average

of about seven cents per ton mile. Indeed in a recent report to the Government from Consul General R. P. Skinner of Marseille the statement is made that the standard road of France is such that one good draft horse can travel 18.6 miles per day hauling a load of 3,300 pounds, and that public opinion demands that all roads be kept up to this standard. If we assume that two good horses will haul just twice as much or 6,600 pounds the same distance and that the daily cost for such a team is four dollars the cost per ton mile figures out just six and one-half cents or practically one-fourth of the cost over unimproved roads. This means either that all of the work done under present conditions by our horses could be done by one-fourth as many horses or that under better conditions all our horses could do four times the work they are now doing. This certainly ought to interest an association like your own which has for one of its objects the development of horses which can haul larger loads as well as those which can make faster time. Wouldn't it be well to inquire whether the horses are having a fair chance to show what they can do? The most of us would condemn any railroad manager for buying powerful locomotives and operating them upon track so poor that their full efficiency could not be realized.

Do not think for a moment that the advent of conditions under which one horse could perform the work of four would lessen the demand for horses. Better transportation facilities always bring about an increase of travel and I am sure that improved highways would increase rather than diminish ordinary wagon travel.

Granting then that improved roads are highly desirable the all important question is, How can they be realized? Or to confine ourselves more closely to the topic assigned for discussion let us consider "The first thing to be done to secure an Improvement in the Highways in the Rural Districts."

In order to discuss this question intelligently it would seem fair and proper to first consider the present conditions under which highway work in the rural towns is carried on.

In 1905 inquiry was made from each town in the State as to the mileage and condition of its roads and the amount of money annually appropriated for the maintenance of the same. We learned that for the whole State there were 25,530 miles of road

of which 2,238 miles were surfaced with gravel, 22 miles with granite block pavement and 65 miles with macadam; the remaining mileage being ordinary dirt road. In other words only 9 per cent of the roads in the State have been improved as to surface and 91 per cent are still surfaced with the natural earth of which they are constructed.

By a process of segregation we have also learned that 7.6 per cent of the total road mileage of the State was found within the twenty cities and 92.4 per cent outside the cities. I do not mean for you to infer that all the improved roads were found within the cities and all the unimproved roads outside of them but it is true that a larger percentage of improved roads is found in the cities than in the country. The reason for this is found in what I am about to say.

In 1904 the total highway expenditures of the State amounted to \$1,377,196 or an average for the State of \$54.00 per mile of road. Of this amount \$490,526 was expended in the twenty cities allowing them an average expenditure per mile of \$254 while the balance of \$886,670 was expended outside the cities or an average expenditure of \$37.58 per mile. Deduct from this figure \$9.56, the average cost per mile for handling snow, outside the twenty cities, and we have the magnificent sum of \$28.02 per mile for maintaining our highways and making permanent improvements upon them. It should be borne in mind that these figures are not those for the rural districts alone; they include all towns, many of which like Bar Harbor, Lisbon, Brunswick, Farmington and Skowhegan ought properly to be classed with the cities as far as highway expenditures go. Taking out these large and wealthy towns would certainly reduce the available funds for highway maintenance and improvement to an average annual expenditure of not over \$20.00 per mile.

Our state road work the last six years has averaged to cost \$1,553 per mile and I think no one familiar with this work will charge that it is any too good or that the work has been done at an excessive cost. Under present conditions, then, in the smaller towns, with an average annual expenditure, say of \$20.00 per mile, it is clearly apparent that the first thing to be done in order to secure highway improvement is to make every dollar of this highway expenditure go as far as possible.

Let us suppose for a few minutes that we were asked to formulate a policy for managing a maintenance of way department to care for all the railroads in this State with the understanding that the expenditure per mile of track should not exceed a certain amount. It seems to me under such circumstances my instructions to road masters and section foremen would be something like the following:

Until further notice this department is obliged to practice rigid economy and you will therefore immediately reduce forces to the lowest number consistent with safety. Your aim must be to keep each and every mile of track in a safe condition with as little expense as possible. Do only such surfacing work as is necessary to keep your track level transversely, except on curves, which must be maintained with a uniform elevation. Pay particular attention to keeping culverts, water-courses and ditches clear for the free passage of water. During heavy rain storms have your track patrolled in order to keep water moving in its proper channels and for the purpose of removing any wash which may be brought upon the track. Pay particular attention to all exposed places. During any emergency, of course, you are authorized to employ extra help but this help must be discharged as soon as the damage consequent upon the emergency has been repaired.

By pursuing such a policy with quite strict supervision I should figure to keep expenditures under the limit allowed per mile and with the accumulated savings from the several miles I should plan as often as possible to do some quite extensive reconstruction work beginning with the poorest sections of those portions of the track which carried the heaviest traffic. It seems to me by pursuing this policy it would be possible after a time to gradually improve all of the poorer sections of track, until ultimately all would be of standard construction.

I presume nearly every man present would advocate a similar policy under similar circumstances. May we not compare the highway system of a town with respect to the town's local transportation facilities to the railroad system of our whole State? If this is a fair comparison why should not a similar policy be applicable to each town's highway system? And if so applied why would it not produce similar results? I believe it would.

The policy which I have outlined applied to towns would mean the regular, systematic care of every mile of highway under the supervision of a man whose training and experience had been along this line of work. The roads would probably be laid off in sections each under the care of one or two men whose duty it would be to make repairs at stated intervals; these intervals would vary according to the importance of the road and available funds; in some cases repairs would be made daily; in others only one day a week or perhaps one week in a month, but the all important thing would be to have the work done systematically. The work that would receive attention would be clearing loose rocks and other obstructions from the surface of the road; draining water from ruts and low places and filling the same with suitable material, keeping ditches and culverts clear of waste and drift material and seeing that all culverts and ditches were supplied with proper outlets to carry the water away from the road. Bushes growing along the roadsides could be kept trimmed back and this is a matter that is sadly neglected. These same men too would be on hand during rain storms to protect hills and in this way often save repair bills many times the cost of their wages. I think you will agree that if the items of road work just enumerated could receive regular attention from someone interested a vast improvement in the condition of our roads would soon be noticed.

If it was deemed advisable to work each section only one week out of the month, sections could be worked in rotation so as to furnish continuous employment to men undertaking the work and this feature alone would go a long way towards securing efficient help for highway work.

The competition resulting from a system of this kind should prove to be considerable of an incentive to do good work. Any man having the care of a section would take pride in its appearance and this would be a stimulus to good, honest work. It seems to me it is really pride in their successful achievements, rather than premiums, which induces farmers and others to exhibit the results of their season's labors at fairs like the one held by this society.

Furthermore, I believe it would tend towards the creation of a force of trained road builders; for besides the regular maintenance work these employees would be assembled occasionally

to make up a road crew for doing more or less extensive jobs of construction. In this way they would be constantly learning the business of road building and repairing and it would indeed be strange if some exceptionally good men were not developed. From the ranks of these men, too, we could fill the office of road commissioner with men thoroughly conversant with all features of road work.

Here, then, is one way of bringing about an improvement in the highways in the rural sections. It is a way which does not call for increased appropriations for highways nor for the expenditure of more labor than is now put forth upon them but simply asks that the same amount of labor and energy be more carefully and systematically directed and expended. This proposition has been laid before the road commissioners of the State for two years but none of them have as yet seen fit to put the system into operation. It will be the method of taking care of all roads, though, some day.

Thus far, we have considered the possibility of improving our present roads so as to make them more agreeable and more usable and it certainly behooves us to keep this point in mind when we remember, as noted above, that 91 per cent of our road mileage is unimproved as to surface and of necessity must be so for a great many years.

In this connection I cannot refrain from referring to the simple device known as the King Split Log Drag which has been the means in many western and central states of changing many miles of wet, mirey, mud roads into good hard earth roads at all seasons of the year. I will only say of this device that any man can build one in three hours time at an expense of not over \$2.00 and it can be operated at a cost as low as fifty cents per mile under good conditions, although the cost of operation may run to \$2.50 or \$3.00 per mile. The drag has been used in several of the towns in Maine with most excellent results. Its success depends upon its constant and systematic use. One commissioner thinks in the use of the drag he sees the salvation of the rural towns of Maine. In a letter written one year ago, he says, describing his experience:

"Each way from the writer's residence (one mile east of South Standish) is a section of highway of about three-fourths

of a mile in extent which is one of the last pieces of road in Cumberland county to become dry and firm in the spring.

"The first use of the drag was upon this section of road April 28, 1906. At commencement the mud was from two to eight inches or more in depth. Within three hours teams passed at a trot without sinking half the depth of a hoof or burying a wheel rim. Although the frost was not wholly out of the road at that time, and in spite of the repeated and heavy rains of June, there has not been a day nor even one hour when the preceding sentence would not be a correct description.

"People passing over the road have pronounced it in the finest shape of any piece of earth road they ever saw. The writer has lived by this piece of road all his life and not for forty years has the road in question been so free of mud and dust.

"West of the writer's place a section of road of over a mile in length was worked with the road machine in the month of May. This became in such bad shape that parties who had seen the effect of dragging where I first worked demanded that this section be dragged also. This I did by order of the commissioner, June 4 and 9, making a fine piece of road.

"In all about five and one-half miles, contiguously, have been dragged. Although nearly four months have elapsed since the drag has been used it can readily be told where the dragged and undragged sections join.

"The least expense per mile has been about \$1.50; the greatest a little rising \$6.00; the average expense per mile for the five and one-half miles, a little less than \$3.00. This would amount to \$275 for the entire highway mileage of the town."

If Mr. Sanborn had added at this point that the highway appropriations in his town have averaged \$2100 per year for several years and that \$1400 of this was available for summer work and that the full amount has been expended it seems to me that his statement, that by the use of the split log drag every mile of road in their town could be maintained in the splendid condition which his letter indicates at a cost not to exceed \$275 per year, would be very much more forceful. This also indicates clearly that in this town alone by raising no more money than at present upwards of \$1000 per year would be available for making permanent improvements.

A letter received from Mr. Sanborn this fall states that he has had entire charge of the roads in his town this year. This is probably due to the results of his work last year with the split log drag. The present season about eleven miles of road have been operated upon, the results being fully equal to those obtained in 1906. His letter states that work began on the second day of April and that all of the eleven miles had been put in thorough shape previous to May fifteenth and that he has found it unnecessary to use the drag since on any of these sections.

The following paragraph from Mr. Sanborn's recent letter so well illustrates the point that I have been trying to impress, that by systematic and regular work we can keep our highways in a good passable condition at comparatively small expense per mile and thereby have considerable money to expend in permanent work, that I cannot refrain from quoting same.

"The use of the drag in addition to producing the excellent roadway as described above has enabled us to make improvement at many points. The drainage has been improved by rebuilding several old culverts, by putting in culverts at several points where formerly there were none and by such other means as available. At other points, notably certain hilly sections of road, about two miles in extent in the aggregate, drainage bars have been built; sluice-ways and off-take ditches cleared out; many cart loads of material hauled onto the badly denuded parts; bushes cleared out and removed; the roadway straightened and widened to the extent of a carriage by filling the deep and uncalled for ditches, or rifle pits, dugged by the road machine; and a bad ledge and boulders removed from the roadway. From five to six miles of bushes have been cut and piled in a thorough and careful manner. For a large part of this distance a strip of bushes from six to sixteen feet in width was cut inside of the original ditches and upon what was clear and passable roadway when the road machine came to town. The very first year of the adoption of the road drag has enabled us to make these improvements while the conditions which called for them have been constantly growing worse under the use of the road machine. The use of the drag for a few years with the better methods which its use not only admits of, but calls for and entails, will enable us to continue these better-

ments, and as time goes on a larger and increasing part of the highway fund can be used in operating the drag, and the benefits will be apparent to all. Continue the use of the drag for one-fourth part as long as the false and destructive road machine system has been in vogue and the aspect and usefulness of our highways will undergo an immense change for the better."

The remarks of Mr. Sanborn in relation to the misuse of the road machine are none too strong and I can heartily concur in them.

You may think after hearing this quotation from Mr. Sanborn's letter that I should have said in the beginning that we should use the split log drag in order to make improvements in the highways in the rural districts but all the things which I have indicated as necessary to be done should be done in connection with using the drag. The first thing to do is to have some definite scheme for operating the highways. Give the work of highway keeping over to some competent man as a business and he will be willing and anxious to use whatever device is shown him for lessening labor and producing good results in his work. It almost seems sometimes as though road commissioners were not looking for labor-saving devices but rather for some means of furnishing as much labor as possible upon the road.

In the final analysis no one will doubt but that the first thing necessary to be done, in order to bring about an improvement in the highways, is to create a public sentiment which will demand highway improvement; but strange as it may seem experience everywhere has shown that the only way to create that sentiment at large is by first building and maintaining model sections of road for the people to see and use. One section of good road in any community is the best possible argument that can be put forth for more, and it invariably leads to a demand for more of the same kind.

If you ask me how model sections of road popularly known as permanent roads are to be constructed in the rural towns I will say it is well nigh impossible to do such work except through the medium of state aid. This point seems to have been given due consideration by the Legislature as well as the other fact that highway taxes are from three to ten times as

much in the rural towns as they are in our cities. In the state road law passed at the last session, provision was made for paying to these small and financially weak towns a much larger percentage of aid than will be paid to the cities. It is hoped that under the stimulus of this law a start on permanent work will be made in every town. As appropriations will be small in many towns only a limited amount of work can be done. On account of lack of machinery stone roads, which have become the standard type of improved roads for country highways, cannot be extensively built at present. We can, however, build good gravel roads in many sections. As compared with stone roads they are cheaper in first cost and more easily and economically taken care of; and in the opinion of many people are more pleasant to use. There is plenty of drainage work and grading to be done. Hills can be cut down, swamps raised, and drainage systems installed which will materially improve any road. All of these works, too, are entirely necessary before any kind of permanent surfacing work is undertaken. The law provides that the main traveled thoroughfare in each town shall be designated by the county commissioners as state road. The state commissioner will use his influence with towns to have them rebuild each year the poorest section of the state road then remaining, the idea being that as a chain is no stronger than the weakest link so is a road no better than its poorest place, and the object of the department will be to increase the loading possible on any of these roads with the expenditure of each year's appropriation.

Much has already been accomplished under our present state road law which has been in operation seven years. An increasing number of towns have each year taken advantage of the law and this shows conclusively that the towns are willing to help themselves when proper inducements are offered. In many towns since the advent of this law special appropriations have been made for the express purpose of reconstructing some bad section of the town roads on lines similar to those pursued in the state road work. In this way a good healthy public sentiment is being created which after a time will certainly be effective in demanding more improved and economical methods in handling ordinary highway work.

We have all heard of the wonderful highway system of France which stands today as a monument to the administrative greatness of Napoleon. In the report of Consul-General Skinner, above referred to, he explains why the French roads are good, as follows:

"French roads are good, not because of any superiority of raw materials, as the same materials exist everywhere; they are not good because of any special talent for road building, as the formula was furnished by an Englishman, and some roads just as fine may be seen in parts of the United States. The real superiority of the French highway system is attributable to the fact that it is under the constant intelligent supervision of an army of trained men, who discover within the organization opportunities for advancement and professional distinction which no mere county administration can offer."

Let us hope that the day is not far distant when trained men will have charge of road work and it will be done according to some systematic plan, in place of our present method of working a section here and a section there when we can find nothing better to do and letting the most of it go uncared for practically all of the time.

STATE ROAD LAW.

NOTE: Words in italics at the beginning of each section are inserted for convenience of reference and are no part of the law.

Public Laws of 1907. Chapter 112.

An Act to provide for State Aid, and for the expenditure of other public moneys, in the permanent improvement of main highways or State Roads.

Be it enacted by the Senate and House of Representatives in Legislature assembled, as follows:

Section 1. *Objects of this act.* The objects of this act are to obtain a more uniform system for the permanent improvement of main highways throughout the state, to secure the co-operation of the municipalities and the state in providing means therefor, and to provide for more efficient and economical expenditure of moneys appropriated for highway construction and repair.

Section 2. *State roads defined—county commissioners to designate—appeal from their decision—provision for second state road when first is completed.* The following described roads shall be considered main highways or state roads within the meaning of this act; in towns which have already availed themselves of the provisions of sections ninety-nine to one hundred and five of chapter twenty-three, revised statutes, nineteen hundred and three, and acts amendatory thereof and additional

thereto, such roads as have heretofore been designated state roads by the county commissioners; in towns which have not heretofore availed themselves of the provisions of sections ninety-nine to one hundred and five of chapter twenty-three, revised statutes, nineteen hundred and three, and acts amendatory thereof and additional thereto, but which vote to accept the provisions of this act, such roads as may hereafter be designated as the state road, under the provisions of this act. When notified by the state commissioner of highways that any town has voted to accept the provisions of this act, it shall be the duty of the county commissioners of the county in which such town is located, on or before June first of the year of such notification, to make such designation, and the clerk of each board of county commissioners shall return forthwith to the state commissioner of highways a record of their proceedings in each town and a description of each road designated as state road.

Provided, however, that upon petition of a majority of the legal voters in any town or a majority of the municipal officers of any city presented to the state commissioner of highways stating that in the judgment of the petitioners the road as designated by the county commissioners is not the main traveled thoroughfare in that town and that public convenience would be better served by the designation of some other road as the state road, which other road must be described in the petition, it shall be the duty of the state commissioner of highways, after such notice as he may order, to give a public hearing upon said petition at some convenient place where all parties interested may be heard. The state commissioner of highways, the mayor, or street commissioner or city engineer, if designated by the mayor to act in his stead, in the case of cities; the chairman of the selectmen or one member of the board whom the chairman shall designate, in the case of towns; the chairman of the board of assessors, or one member of the board of assessors who shall be designated by the chairman, in the case of plantations; and a county commissioner from an adjoining county to be chosen jointly by the state commissioner and the representative of the city, town or plantation as provided herein, shall constitute a board to hear said petitions and parties interested and designate the state road, which designation shall be final. County commissioners when hearing said petitions shall receive three dollars

per day and expenses, to be paid together with advertising and incidental expenses from the treasury of the county in which the town is located. In case the decision is against the petitioners said board shall order in their decision that the petitioners repay to the county within a fixed time all said costs in connection with the hearing of the petition. In case such payment shall not be made within the time so fixed then the treasurer of the county within which the petition was heard shall commence an action of debt against said petitioners or any of them in the name of the county for the recovery of said costs and expenses.

Provided, further, that when the state road in any town has been reconstructed in a permanent manner within the meaning of this act it shall be the duty of the county commissioners to designate the next important main thoroughfare as state road. Municipal officers may notify the state commissioner of highways when in their opinion the state road is entirely reconstructed as above, but such notification must be made immediately upon the completion of the road. It shall then be the duty of the state commissioner of highways, together with the county commissioners of the county in which the road is located to make an inspection of the road and to determine whether or not it is complete. If they find the road to be not complete they shall specify to the municipal officers in what particulars, and the municipal officers shall, in their next proposal for expenditure of joint funds, specify that it is desired to use said joint funds in completing said road according to said specifications returned by the state commissioner of highways and the county commissioners. If the road is complete the county commissioners shall designate another state road as provided in this section.

Section 3. *State highway department—officers and salaries.* To carry out the provisions of this act there is hereby created and established a state highway department whose chief officer shall be called the state commissioner of highways. Said commissioner shall be a civil engineer and shall be appointed by the governor with the advice and consent of the council, within ten days after this act takes effect. The term of office of said commissioner shall be four years and until his successor is appointed and qualified. He shall receive an annual salary of two thousand five hundred dollars, and in addition thereto such actual

expenses, not exceeding fifteen hundred dollars annually, as he may personally incur in the execution of the duties of his office, the same to be approved by the governor and council. Said commissioner shall be furnished with suitable offices at the seat of government properly provided with all necessary furniture, equipment and stationery, and he shall personally superintend the work of the department. Said commissioner may appoint, if the work of the department requires it, subject to the approval of the governor and council, one assistant commissioner who shall be a civil engineer and experienced in road building. Said assistant commissioner shall receive an annual salary not to exceed fifteen hundred dollars and actual expenses incurred when on official business within the state, the same to be approved by the governor and council. He may also appoint one clerk and bookkeeper at a salary not to exceed thirteen hundred dollars and one stenographer at such salary as may be determined upon and approved by the governor and council.

He may also employ such other help as the execution of this act shall make necessary upon terms to be approved by the governor and council.

All salaries and expenses called for in this section shall be charged against administration except as hereinafter provided.

Section 4. *Towns to make permanent improvement of main highways and amounts to be set apart for that purpose—county commissioners to act for unincorporated townships.* Each town shall, of the amount of money annually raised and appropriated for the repair of its highways, set apart the following amounts, to be used for the permanent improvement of its main highways, such improvements to be under the advice of the state commissioner of highways.

Towns having a valuation of less than two hundred thousand dollars, fifty cents on each one thousand dollars of valuation, and towns of two hundred thousand dollars and less than one million dollars, thirty-three and one-third cents on each one thousand dollars of their valuation; towns of one million dollars and less than three million dollars valuation, twenty-five cents on each one thousand dollars; towns of three million dollars and less than five million dollars, sixteen and two-third cents on each one thousand dollars; towns of five million dollars and less than fifteen million dollars, eleven and one-ninth cents on

each one thousand dollars; and towns of fifteen million dollars and upwards, eight and one-third cents on each one thousand dollars.

And the commissioners of each county within which are located unincorporated townships shall set apart of the money raised and appropriated for the repair of highways in such unincorporated townships, thirty-three and one-third cents on each one thousand dollars of the valuation of each unincorporated township in which there are highways, to be expended for permanent improvements of said highways as indicated in the first paragraph of this section.

Section 5. *Additional sum to be appropriated if town desires state aid—application for state aid—selectmen to insert article in warrant for town meeting.* If any city or town or organized plantation or the county commissioners for any unincorporated township desire state aid, as contemplated by this act, for the permanent improvement of the main highways within such city, town, organized plantation or unincorporated township, in addition to the improvements provided for by the amount set apart, as required by section four of this act, such city or town or organized plantation and the commissioners of the county for such unincorporated township, shall raise, appropriate, and set apart an additional sum equal to fifty per cent of the amount required to be set apart for permanent improvements under section four of this act, and all money set apart by any city, town or organized plantation or the county commissioners for any unincorporated township under this section, meaning the additional sum equal to fifty per cent of the amount required to be set apart under section four of this act, shall be raised, appropriated, and set apart in addition to the amount regularly raised for the maintenance of highways. Application for such state aid in any year, and notice of the raising, appropriation, and setting apart of such additional sum by any city or town, or organized plantation or by the commissioners of such counties as have unincorporated townships entitled to state aid, shall on or before April fifteenth of such year, be made and given to the state commissioner of highways by the clerks of such cities, towns, plantations or boards of county commissioners; except that in the case of cities the time may be extended to June fif-

teenth. Otherwise they shall not be entitled to such aid for such year.

It shall be the duty of the selectmen of each town to insert in the warrant for each annual town meeting an article calling upon the voters to vote 'yes' or 'no' on the adoption of the provisions of this act relating to the appropriation of money necessary to entitle the town to state aid for highways, for the year in which such meeting is to be held.

Section 6. *Apportionment of state aid.* The state commissioner of highways shall apportion from the amount appropriated under the provisions of this act, to each city, town, organized plantation and unincorporated township which has applied for state aid and has raised, appropriated, and set apart the additional amount provided for in section five entitling it to state aid, for the permanent improvement of its highways, for each dollar so set apart by such city, town or organized plantation, or for such unincorporated township, under sections four and five, the following amounts:

Towns, organized plantations and unincorporated townships, having a valuation of less than one hundred thousand dollars, two dollars for each one dollar set apart under sections four and five; towns, organized plantations and unincorporated townships having a valuation of one hundred thousand dollars and less than two hundred and fifty thousand dollars, one dollar and fifty cents; towns, organized plantations and unincorporated townships having a valuation of two hundred and fifty thousand dollars and less than five hundred thousand dollars, one dollar and twenty-five cents; towns having a valuation of five hundred thousand dollars and less than one million dollars, one dollar; cities and towns having a valuation of one million dollars and upwards, seventy-five cents.

Section 7. *Joint fund for improvement of state road—proposal to be filed; by towns applying for state aid; by towns not applying—state commissioner may furnish engineers free of charge—special expenses—how charged—statement of improvements to be filed—joint fund or any part thereof may be expended succeeding year.* The amount of money set apart by such city, town, organized plantation, or for such unincorporated township as applies for state aid, as provided for in sec-

tions four and five, with the amount apportioned by the state commissioner of highways, as provided for in section six, shall constitute a joint fund for the permanent improvement of the state road in each of said cities, towns, organized plantations or unincorporated townships. And on or before May fifteenth of each year it shall be the duty of the officers having jurisdiction over highways in said cities, towns, organized plantations and unincorporated townships to file with the state commissioner of highways a proposal setting forth the location on the state road and nature of the permanent improvements desired to be made; except that in the case of cities the time may be extended to July fifteenth. The state commissioner of highways shall upon receipt of this proposal notify the said officers whether or not the proposed location and the proposed work meets with his approval, and if not, his reasons therefor.

Such cities, towns, organized plantations and unincorporated townships as do not apply for state aid under section five of this act may expend the money set apart under section four for permanent improvements upon such highways as the officers having jurisdiction over highways in such cities, towns, organized plantations or unincorporated townships may designate. And on or before June first of each year it shall be the duty of the said officers having jurisdiction over highways in said towns, organized plantations and unincorporated townships to file with the state commissioner of highways a proposal setting forth the location and nature of the permanent improvements desired to be made; and cities shall have until July fifteenth to file said proposal. The state commissioner of highways shall upon receipt of this proposal notify the said officers whether or not the proposed work meets with his approval, and if not, his reason therefor. He may also, upon the request of the said officers of any city not employing a city engineer, or town or organized plantation or unincorporated township, furnish to such city, town, organized plantation or unincorporated township, free of charge, the services of any engineer in the employ of the state under this act for the purpose of consultation and advice concerning the construction, improvement and repair of the highways in such city, town, organized plantation or unincorporated township. And any special expenses incurred in providing such engineers shall be charged against administration and shall be

paid for out of the general appropriation made under this act. But towns may, if they see fit, pay for such services out of any moneys appropriated for highway repairs. The officers having jurisdiction over highways in such cities, towns, organized plantations, or unincorporated townships as shall make improvements under section four of this act, and do not take advantage of state aid, shall file with the state commissioner of highways on or before November first a statement that said improvements have been made according to the proposal filed by them on or before the fifteenth day of July and accepted by him, together with a detailed statement of the cost of same.

. Any part of said joint fund not expended during the year for which it is set apart and apportioned, may be expended during the succeeding year. If, in the opinion of the state commissioner of highways, said joint fund or any part thereof, for any year cannot be advantageously expended, the same may be expended the succeeding year.

Section 8. *Work costing over \$1,000 to be done by contract—provisions—towns may bid—inspectors; appointment; duties; state may furnish engineering superintendence for work costing less than \$1,000—certificate of cost to be filed.* As soon as the location and general character of the proposed work has been determined upon in towns where one thousand dollars or more of joint fund is to be expended under the provisions of this act, it shall be the duty of the state commissioner of highways to make surveys, plans, estimates, and specifications for the proposed improvement. These plans and specifications shall conform substantially to the proposal filed under the preceding section and agreed upon between the state commissioner of highways and the selectmen or other officers having jurisdiction over highways. Changes of grade and alignment may be made when the road will be benefited thereby and authority is hereby given to make such changes. Said plans and specifications shall, upon completion, be forwarded to the selectmen or other officers having jurisdiction over highways in the said town in which the particular work is located, whose duty it shall be to immediately advertise for bids for doing said work according to said plans and specifications in two or more public newspapers, printed or circulated in the county, for three weeks successively, at least once in each week. This advertisement shall state the place

where bidders may examine said plans and specifications, and the time and place where the bids for said work will be received by the board of selectmen or other local officers having jurisdiction. Each bidder must accompany his bid with a certified check payable to the treasurer of the city, town, plantation or county as the case may be, for ten per cent of the amount of his bid as a guarantee that if the work is awarded to him, he will enter into a contract with said board for the same. All bids so submitted shall be immediately and publicly read at the time for opening the same, as stated in said advertisement, and referred to the state commissioner of highways for his approval. The selectmen or other local officers having jurisdiction and the state commissioner of highways shall have the right to reject any or all bids, if in their opinion good cause exists therefor, but otherwise they shall award the contract to the lowest responsible bidder. The successful bidder shall give satisfactory evidence of his ability to perform the contract, and shall within fifteen days from the awarding of the contract also furnish bonds in the penal sum of at least the amount of the contract with two or more sureties, owners of real estate in the county, or a surety or trust company, authorized to transact business within the state, to be approved by both the board receiving the bids and by the state commissioner of highways, conditioned for the faithful performance of said work in strict conformity with the contract, plans and specifications for the same. The contract, plans and specifications shall be executed in triplicate, one copy going to the contractor, one to the local board of officers having jurisdiction and one to the state commissioner of highways. Whenever the mayor and city council or such other board as has jurisdiction over highways in a city, or the selectmen of any town, or the assessors of any organized plantation, or the county commissioners for unincorporated townships, shall desire in behalf of such city, town, plantation or unincorporated township to bid upon work located within said city, town, plantation or unincorporated township, they shall submit their bids to the state commissioner of highways at least one day prior to the time specified for the opening of the other bids as stated in the advertisement for bids, and all bids submitted in behalf of town shall be subject to the requirements made and provided for in this section, except that no certified check or bond shall be

required of any town or city making bids or accepting contract for construction.

No bids in behalf of towns shall be opened by the state commissioner of highways until after the other bids for the same work shall have been publicly opened and read by the board receiving them, as required by this section, and forwarded to the state commissioner of highways. If the state commissioner of highways shall find from the bids so submitted that the bid in behalf of the town is the lowest, the state commissioner of highways shall thereupon award the contract to such town, whereupon the board of local officers having jurisdiction over highways in such town shall forthwith execute a contract in behalf of such town with the state commissioner of highways in behalf of the state, to fulfill all the requirements and terms of the specifications and plans for said work, under which their bid was submitted. The state commissioner of highways, on all work executed by contract, shall make such inspection from time to time as he may deem necessary and all material furnished and labor performed shall be to his satisfaction.

The state commissioner of highways may appoint inspectors if he deems it necessary to supervise the construction of all roads built by contract under the provisions of this act. He shall prescribe their salaries, which shall be satisfactory to the governor and council; said salaries, however, and any special expense incurred in making surveys, plans and layouts for contract work shall be charged against the joint fund for the particular work in question.

The inspector shall require all provisions of the contract and specifications to be strictly adhered to by the contractors and immediately after the completion of each contract and before final payment is made the inspector shall make oath that all work has been completed according to contract, plans and specifications.

In towns where less than one thousand dollars of joint fund is to be expended the state commissioner of highways may, upon application of the selectmen or other officers having jurisdiction, or when in his opinion more economical results will be obtained by so doing, make surveys, plans, estimates and layouts and furnish such superintendence as may be necessary for the proper prosecution and completion of state road work. Any

expense incurred in doing such work shall be a proper charge against the joint fund for that particular work. A certificate of the cost of every road constructed under the provisions of this act not upon a contract shall be filed with the state commissioner of highways, by the selectmen or authorized authority over the work of the town in which such road shall have been constructed, on or before November first. Survey notes, copies of all plans and contracts together with all other records pertaining to the expenditure of any state moneys under this act or any subsequent act for the improvement of highways shall be filed and remain of record in the office of the state commissioner of highways.

Section 9. *Payment of state aid—how made—payments for contract work.* Payment of the state's share of the joint fund for any town shall be made as follows: When the selectmen of said town shall certify under oath to the state commissioner of highways, that said town has paid out on account of the state road construction the full amount of its share of the joint fund, the state commissioner of highways shall notify the governor and council of that fact and they shall draw a warrant upon the state treasurer in favor of the town for one-half the state's share of said joint fund, for said town. And upon the completion of work in said town the state commissioner of highways shall notify the governor and council of the amount due said town and they shall draw a warrant upon the state treasurer in favor of the town for said amount. Provided, however, that the state's payment may in the discretion of the state commissioner of highways be made in one sum after completion of the work. Work performed by individuals or corporations, not towns, under contract shall be paid for as follows: At or near the end of each calendar month during the progress of the work the state commissioner of highways shall certify to the selectmen of each town in which such contract work is being performed, the amount and value of the work done on such contract during the month, together with a statement of eighty-five per cent of the value of such work, which shall be the amount due the contractor and payable to him by the town treasurer not later than the fifteenth of the month succeeding the month in which the work was done; provided, however, that thirty days after the state commissioner of highways shall certify to the select-

men that all work in connection with any such contract has been completed, inspected and accepted, the full unpaid balance of said contract as shown in said certificate shall be payable to the contractor by the town and not before.

Section 10. *Maintenance of state roads.* Any highway within any city or town improved by the expenditure of said joint fund shall thereafter be maintained, as are other highways, within the city, town, plantation or township within which it is located, and to the satisfaction of the state commissioner of highways.

Section 11. *Liability for damages.* The state shall not be liable to any person or corporation for damages arising from the construction, rebuilding, improvement or maintenance of any highway under this act. In case any person or persons or corporation shall sustain damage by any change in grade or by taking of land to alter the location of any highway which may be improved under this act the person or persons or corporation injured thereby shall be entitled to compensation to be assessed by the officers having jurisdiction where the road lies, said damage to be assessed and paid according to provisions of statute. In case the award of damages is not satisfactory, parties aggrieved shall have the same right of appeal as is provided by law in the case of damages for altering highways.

Section 12. *State road fund, how raised—unexpended balance to be carried to succeeding year.* To provide funds for the purposes of this act, there shall be assessed annually on all property in the state a tax of one-third of one mill on each dollar of valuation and the money derived from said tax shall be for the exclusive uses and purposes set forth in this act. Any unexpended balance at the end of any year shall be added to the fund for the next year. From this fund shall be paid all state aid for road improvement as provided for under this act.

Section 13. *Connecting links of road to be built.* After providing for the payment of state aid applied for, the balance of the fund or any part of it may be expended by the state commissioner of highways in building connecting roads between state roads as designated by the county commissioners with the object of establishing as far as possible a complete system of continuous main highways throughout the state. Provided, however, that no expenditure shall be made under this section

in any town which shall fail to accept the provisions of this act as to application for state aid and expenditure of joint funds. Any expenditures made under authority of this section shall be apportioned among the several counties of the state each year on the basis of total road mileage in the county to total mileage in the state and the location of roads to be improved under this section shall be determined for each county by the state commissioner of highways and the county commissioners of the county. The same general provisions made for the construction and maintenance of other state roads under this act shall apply to roads constructed under authority of this section; except that the whole cost of construction may be paid by the state.

Provided, further, that the state commissioner of highways may, subject to the approval of the governor and council, apportion in any one year, in addition to the amounts apportioned under section six, not exceeding twenty-five per centum of said unexpended balance of the appropriation hereunder, after providing for the payment of state aid applied for, to towns in which the joint fund is insufficient to properly complete the work proposed or undertaken and necessary to be done as one job.

Section 14. *Definitions; fiscal year; valuation.* The fiscal year for the purposes of this act shall end December thirty-one. Wherever the word 'valuation' is used in this act it shall mean the valuation last made by the state board of assessors. Wherever the word city, town or organized plantation or unincorporated township is used singly in this act and the phrase or clause in which it is used could as well apply to all four classes of political subdivisions or to any other one class it shall be understood to so apply.

Section 15. *Other duties of state commissioner of highways—disseminate knowledge—hold county meetings.* In connection with the foregoing duties the state commissioner of highways, having first regard for the performance of those duties, shall also compile statistics relating to the public ways in the cities and towns of the state, and make such investigation relating thereto as he shall deem expedient, in order to secure better and more improved highways in the state. He shall also by means of maps, charts, cuts, drawings, prints, publications, printed or written articles, lectures, or otherwise, disseminate knowledge throughout the state concerning the best known eco-

nomical methods for the building and maintaining of highways, including bridges, in the cities and towns of the state, and particularly to impart such information, in manner as aforesaid, to the county commissioners of counties, the street commissioners of cities, the selectmen of towns and other municipal officers whose duties it may be to have the care and management of the expenditure of money and the building and keeping in repair of the highways in the state. Said commissioner shall hold each year under the auspices of the county commissioners, a meeting in each county for the open discussion of questions relating to the building and maintaining of public ways, of which due notice shall be given to the towns and cities in each county by the said county commissioners.

Section 16. *Annual report.* The state commissioner of highways shall make an annual report to the governor and council of the operations of the state highway department. This report shall show the number of miles, cost and character of the roads built under its direction, together with a statement of expenses of the department and such other information concerning the condition of public roads of the state and the progress of their improvement as may be proper. He shall also make recommendations for any legislation which to him seem expedient and necessary.

His report shall be transmitted to the secretary of state as soon after the first Wednesday of January of each year as possible.

Section 17. *County and municipal officers to furnish information relative to ways and bridges.* County commissioners and city and town officers having the care of and authority over public ways and bridges throughout the state shall, on request, furnish said commissioner any information which they may possess and required by him, concerning ways and bridges within their jurisdiction.

Section 18. *Repealer.* Sections ninety-nine to one hundred and five inclusive of chapter twenty-three, revised statutes of nineteen hundred and three and acts amendatory thereof, and chapter one hundred and forty-six of the public laws of nineteen hundred and five are hereby repealed when this act takes effect.

Section 19. *When act takes effect.* This act shall take effect January first, nineteen hundred and eight.

FINANCIAL STATEMENT SHOWING APPLICATION OF STATE ROAD LAW TO EACH TOWN.

NOTE: To simplify appropriations we have assumed that towns would prefer to set aside under Section 4 only the whole number of dollars represented by their thousands of valuation and have accordingly dropped off the odd cents in figuring this amount. State Assessors' 1907 valuation used.

Town.	County.	Valuation.	Town's appropriation for 1907.	Set aside under Section 4.	Appropriation necessary to secure State aid, Section 5.	Town's part of joint fund, Sections 4-5.	State aid under Section 6.	Joint fund for State road, Sections 4-5-6.
A, R. 2. Twp.....	Aroostook.....	\$48,437	\$233	\$16	\$3.00	\$24.00	\$48.00	\$72.00
A, R. 7. Twp.....	Penobscot.....	260,914	176	86	43.00	129.00	161.25	290.25
Abbot.....	Piscataquis.....	172,648	1,200	86	43.00	126.00	193.50	322.50
Acton.....	York.....	268,874	900	89	44.50	133.50	166.87	300.37
Addison.....	Washington.....	192,862	1,000	96	48.00	144.00	216.00	360.00
Albany.....	Oxford.....	156,573	2,000	78	39.00	117.00	175.50	292.50
Albion.....	Kennebec.....	578,909	1,000	126	63.00	189.00	236.25	425.25
Alexander.....	Washington.....	58,898	800	20	14.50	43.50	87.00	130.50
Alfred.....	York.....	332,563	1,700	110	55.00	165.00	206.25	371.25

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Allagash Pl.	Arroostook	*183,913	021 074	91	45.50	126.50	204.75	341.25
Alna	Lincoln	165,917	1,200	82	41.00	123.00	184.50	307.50
Alton	Penobscot	76,206	450	38	19.00	57.00	114.00	171.00
Amherst	Hancock	80,328	300	40	20.00	60.00	120.00	180.00
Amity	Arroostook	121,471	1,000	60	30.00	90.00	135.00	225.00
Andover	Oxford	263,283	1,200	87	43.50	130.50	163.12	263.62
Andover West Surplus Twp.	Oxford	28,782	027	19	4.50	13.50	27.00	40.50
Andover No. Surplus Twp.	Oxford	71,869	02411	23	11.50	34.50	69.00	103.50
Auson	Somerset	745,907	2,300	248	124.00	372.00	372.00	744.00
Appleton	Knox	249,731	1,000	83	41.50	124.50	186.75	311.25
Argyle	Penobscot	58,098	300	29	14.50	43.50	87.00	130.50
Arrowsic	Sagadahoc	64,673	625	32	16.00	48.00	96.00	144.00
Ashland	Arroostook	477,915	1,000	159	79.50	238.50	298.12	536.62
Athens	Somerset	306,265	2,500	102	51.00	153.00	191.25	344.25
Atkinson	Piscataquis	164,673	900	77	38.50	115.50	173.25	288.75
Auburn	Androscoggin	7,282,434	38,550	809	404.50	1213.50	910.12	2,123.62
Augusta	Kennebec	7,518,992	16,000	835	417.50	1252.50	939.37	2,191.87
Aurora	Hancock	46,193	175	23	11.50	34.50	69.00	103.50
Avon	Franklin	166,646	1,200	83	41.50	124.50	186.75	311.25
Baileysville	Washington	233,051	640	77	33.50	115.50	173.25	288.75
Bald Mountain Twp. 2 R. 3.	Somerset	154,200	0275	51	25.50	76.50	114.75	191.25
Baldwin	Cumberland	358,540	1,200	119	59.50	178.50	223.12	401.62
Bancroft	Arroostook	56,347	600	28	14.00	42.00	84.00	126.00
Bangor	Penobscot	19,061,521	50,000	1,588	794.00	2,382.00	1,786.50	4,168.50

02 Organised plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.
 * Valuation for Allagash Pl., includes valuation of the four Allagash townships.

FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907.	Set aside under Section 4.	Appropriation necessary to secure State aid, Section 5.	Town's part of joint fund, Sections 4-5.	State aid under Section 6.	Joint fund for State road, Sections 4-5-6.
Baring.....	Washington.....	\$104,932	\$400	\$ 52	\$26.00	\$78.00	\$117.00	\$195.00
Barnard Pt.....	Piscataquis.....	43,752	2365	21	10.50	31.50	63.00	94.50
Bath.....	Sagadahoc.....	7,341,468	19,500	815	407.50	1,222.50	916.87	2,139.37
Beddington.....	Washington.....	30,995	310	15	7.50	22.50	45.00	67.50
Belfast.....	Waldo.....	2,787,233	12,000	696	348.00	1,044.00	783.00	1,827.00
Belgrade.....	Kennebec.....	466,138	3,200	155	77.50	232.50	290.62	523.12
Belmont.....	Waldo.....	102,338	800	51	25.50	76.50	114.75	191.25
Benedicta.....	Aroostook.....	66,041	500	33	16.50	49.50	99.00	148.50
Benton.....	Kennebec.....	499,549	3,000	166	83.00	249.00	311.25	560.25
Berwick.....	York.....	990,031	2,500	330	165.00	495.00	495.00	990.00
Bethel.....	Oxford.....	949,406	4,300	316	158.00	474.00	474.00	948.00
Biddeford.....	York.....	8,038,572	19,025	892	446.00	1,338.00	1,003.50	2,341.50
Bigelow Pt.....	Somerset.....	72,436	2,300	36	18.00	54.00	108.00	162.00
Bingham.....	Somerset.....	285,875	2,000	95	47.50	142.50	178.12	320.62
Blaine.....	Aroostook.....	209,426	1,200	69	34.50	103.50	155.25	268.75

Blanchard.....	Piscataquis.....	80,231	300	40	20 00	60 00	120 00	180 00
Bluehill.....	Hancock.....	595,714	2,300	198	90 00	297 00	297 00	594 00
Boothbay.....	Lincoln.....	602,683	2,350	200	100 00	300 00	300 00	600 00
Boothbay Harbor.....	Lincoln.....	933,955	5,500	311	155 50	466 50	466 50	933 00
Bowdoin.....	Sagadahoc.....	306,742	1,500	102	51 00	153 00	191 25	344 25
Bowdoinham.....	Sagadahoc.....	549,354	2,800	153	91 00	273 00	273 00	546 00
Bowenbank.....	Piscataquis.....	143,200	400	71	35 50	108 50	159 75	268 25
Bradford.....	Penobscot.....	203,499	2,000	87	43 50	130 50	163 12	293 62
Bradley.....	Penobscot.....	182,722	450	91	45 50	136 50	204 75	341 25
Bremen.....	Lincoln.....	137,598	1,000	68	34 00	102 00	153 00	255 00
Brewer.....	Penobscot.....	1,996,033	5,500	499	249 50	748 50	561 37	1,309 87
Bridgewater.....	Aroostook.....	373,553	2,000	124	62 00	186 00	233 50	418 50
Bridgton.....	Cumberland.....	1,437,183	4,500	359	179 50	538 50	403 37	942 37
Brighton Pl.....	Somerset.....	71,643	1,500	35	17 50	52 50	105 00	157 50
Bristol.....	Lincoln.....	876,925	2,800	292	146 00	438 00	438 00	876 00
Brooklin.....	Hancock.....	202,207	1,200	67	33 50	100 50	150 75	251 25
Brooks.....	Waldo.....	270,919	1,550	90	45 00	135 00	168 75	303 75
Brooksville.....	Hancock.....	277,698	1,600	92	46 00	138 00	172 50	310 50
Brookton.....	Washington.....	63,919	150	31	15 50	46 50	93 00	139 50
Brownfield.....	Oxford.....	313,715	1,000	104	52 00	156 00	195 00	351 00
Brownville.....	Piscataquis.....	530,844	3,200	176	88 00	264 00	264 00	528 00
Brunswick.....	Cumberland.....	3,796,988	9,500	632	316 00	948 00	711 00	1,659 00
Buckfield.....	Oxford.....	421,624	2,700	140	70 00	210 00	262 50	472 50
Bucksport.....	Hancock.....	946,155	5,000	315	157 50	472 50	472 50	945 00

a Organised plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.

FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907.	Set aside under Section 4.	Appropriation necessary to secure State aid, Section 5.	Town's part of Joint fund, Sections 4-5.	State aid under Section 6.	Joint fund for State road, Sections 4-6.
Burlington.....	Penobscot.....	\$148,581	\$ 400	\$ 74	\$37.00	\$111.00	\$166.50	\$277.50
Burnham.....	Waldo.....	231,514	900	77	38.50	115.50	173.25	288.75
Buxton.....	York.....	774,752	2,900	253	129.00	387.00	387.00	774.00
Byron.....	Oxford.....	96,562	800	48	24.00	72.00	144.00	216.00
C Twp.....	Oxford.....	208,583	*410	69	34.50	103.50	155.25	258.75
Calais.....	Washington.....	2,631,039	5,100	657	328.50	935.50	739.12	1,724.62
Cambridge.....	Somerset.....	128,619	1,200	64	32.00	96.00	144.00	240.00
Camden.....	Knox.....	2,390,706	6,000	597	298.50	895.50	671.62	1,567.12
Canaan.....	Somerset.....	300,697	2,350	100	50.00	150.00	187.50	337.50
Canton.....	Oxford.....	327,610	1,200	109	54.50	163.50	204.37	367.87
Cape Elizabeth.....	Cumberland.....	884,892	1,700	294	147.00	441.00	441.00	882.00
Caribou.....	Arroostook.....	1,846,177	7,000	461	230.50	691.50	518.62	1,210.12
Carmel.....	Penobscot.....	296,713	1,400	98	49.00	147.00	183.75	330.75
Caratunk Pl.....	Somerset.....	97,291	500	48	24.00	72.00	144.00	216.00
Carroll.....	Penobscot.....	119,997	500	59	29.50	88.50	133.75	221.25

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Carrying Place Twp.	Somerset.	35,532	*103	11	5.50	16.50	33.00	49.50
Carthage.	Franklin.	156,794	1,000	78	39.00	117.00	175.50	292.50
Cary Pl.	Aroostook.	36,315	800	18	9.00	27.00	54.00	81.00
Casco.	Cumberland.	283,115	1,700	94	47.00	141.00	176.25	317.25
Castine.	Hancock.	551,731	1,250	183	91.50	274.50	274.50	549.00
Castle Hill.	Aroostook.	109,181	1,000	54	27.00	81.00	121.50	202.50
Caswell Pl.	Aroostook.	54,417	540	27	13.50	40.50	81.00	121.50
Centerville.	Washington.	53,551	250	26	13.00	39.00	78.00	117.00
Chapman Pl.	Aroostook.	75,401	600	37	18.50	55.50	111.00	166.50
Charleston.	Penobscot.	303,720	1,850	101	50.50	151.50	189.37	340.87
Charlotte.	Washington.	80,723	275	40	20.00	60.00	120.00	180.00
Chelsea.	Kennebec.	231,068	1,750	77	38.50	115.50	173.25	288.75
Cherryfield.	Washington.	460,824	2,300	153	76.50	229.50	286.87	516.37
Chester.	Penobscot.	72,798	500	36	18.00	54.00	108.00	162.00
Chesterville.	Franklin.	253,736	2,300	84	42.00	126.00	157.50	283.50
China.	Kennebec.	541,611	5,500	180	90.00	270.00	270.00	540.00
Clifton.	Penobscot.	61,405	350	30	15.00	45.00	90.00	135.00
Clinton.	Kennebec.	583,172	1,700	194	97.00	291.00	291.00	582.00
Codyville Pl.	Washington.	70,550	*263	35	17.50	52.50	105.00	157.50
Columbia.	Washington.	105,930	700	52	26.00	78.00	117.00	195.00
Columbia Falls.	Washington.	137,725	600	68	34.00	102.00	153.00	255.00
Concord.	Somerset.	82,301	1,000	41	20.50	61.50	123.00	184.50
Connor Pl.	Aroostook.	64,846	800	32	16.00	48.00	96.00	144.00
Cooper.	Washington.	53,882	500	26	13.00	39.00	78.00	117.00

*Organized plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.

COMMISSIONER OF HIGHWAYS.

FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907.	Set aside under Section 4.	Appropriation necessary to secure State aid, Section 5.	Town's part of joint fund, Sections 4-5.	State aid under Section 6.	Joint fund for State road, Sections 4-5-6.
Coplin Pl.....	Franklin.....	\$132,240	\$350	\$ 60	\$33 00	\$99 00	\$148 50	\$247 50
Cortina.....	Penobscot.....	451,088	2,900	150	75 00	225 00	281 25	506 25
Cortish.....	Penobscot.....	438,939	1,125	146	73 00	219 00	273 75	492 75
Cornish.....	York.....	308,085	700	122	61 00	183 00	228 75	411 75
Cornville.....	Somerset.....	319,637	2,300	106	53 00	159 00	198 75	357 75
Cranberry Isles.....	Hancock.....	206,754	565	68	34 00	102 00	153 00	255 00
Crawford.....	Washington.....	37,286	310	18	9 00	27 00	54 00	81 00
Crichaven Pl.....	Knox.....	20,255	a	36	16 00	54 00	81 00	135 00
Crockettown Twp. 4, R. 2.....	Franklin.....	110,020	*515					
Crystal.....	Aroostook.....	118,971	1,000	59	29 50	88 50	132 75	221 25
C. Surplus Twp.....	Oxford.....	87,200	*50	29	14 50	43 50	87 00	130 50
Cumberland.....	Cumberland.....	999,043	2,800	333	166 50	499 50	499 50	999 00
Cushing.....	Knox.....	128,548	750	64	32 00	96 00	144 00	240 00
Cutler.....	Washington.....	88,161	500	44	22 00	66 00	132 00	198 00
Cyr Pl.....	Aroostook.....	57,811	800	28	14 00	42 00	84 00	126 00

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Dallas Pl.....	Franklin.....	121,220	600	60	30.00	90.00	135.00	225.00
Danariacotta.....	Lincoln.....	482,942	1,200	160	80.00	240.00	300.00	540.00
Danforth.....	Washington.....	240,638	1,000	80	40.00	120.00	180.00	300.00
Dayton.....	York.....	217,942	1,200	72	36.00	108.00	162.00	270.00
Dead River Pl.....	Somerset.....	82,650	*350	41	20.50	61.50	123.00	184.50
Deblois.....	Washington.....	21,718	100	10	5.00	15.00	30.00	45.00
Dedham.....	Hancock.....	101,289	800	50	25.00	75.00	112.50	187.50
Deer Isle.....	Hancock.....	402,986	1,600	134	67.00	201.00	251.25	432.25
Denmark.....	Oxford.....	333,442	1,800	111	55.50	166.50	208.12	374.62
Dennistown Pl.....	Somerset.....	110,200	*250	55	27.50	82.50	123.75	206.25
Dennysville.....	Washington.....	149,442	400	74	37.00	111.00	166.50	277.50
Detroit.....	Somerset.....	157,074	625	78	39.00	117.00	175.50	292.50
Dexter.....	Penobscot.....	1,284,222	6,000	321	160.50	481.50	361.12	842.62
Dixfield.....	Oxford.....	383,312	2,300	131	65.50	196.50	245.62	442.12
Dixmont.....	Penobscot.....	247,565	1,500	82	41.00	123.00	184.50	307.50
Dover.....	Piscataquis.....	1,002,574	5,450	250	125.00	375.00	281.25	656.25
Dresden.....	Lincoln.....	347,901	2,000	115	57.50	172.50	215.62	388.12
Drew Pl.....	Penobscot.....	120,235	700	60	30.00	90.00	135.00	225.00
Durham.....	Androscoggin.....	383,328	2,700	121	60.50	181.50	226.87	408.37
Dyer Brook.....	Aroostook.....	101,671	600	50	25.00	75.00	112.50	187.50
E Pl.....	Aroostook.....	63,610	*131	31	15.50	46.50	93.00	139.50
Eagle Lake Pl.....	Aroostook.....	141,931	1,800	70	35.00	105.00	157.50	282.50
Eastbrook.....	Hancock.....	52,280	500	26	13.00	39.00	78.00	117.00
East Livermore.....	Androscoggin.....	1,315,222	4,000	328	164.00	492.00	369.00	861.00

^a No roads.

* Organized plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.

FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907.	Set aside under Section 4.	Appropriation necessary to secure State aid, Section 5.	Town's appropriation fund, Sections 4-6.	State aid under Section 6.	Joint fund for State road, Sections 4-6.
East Machias.....	Washington.....	\$415,050	\$1,900	\$ 138	\$89 00	\$207 00	\$258.75	\$465.75
East Millinocket.....	Penobscot.....	212,539	500	70	35 00	105 00	157.50	262.50
Easton.....	Aroostook.....	406,007	2,500	135	67.50	202.50	253.12	455.62
Eastport.....	Washington.....	1,658,238	3,200	414	207 00	621 00	465.75	1,086.75
Eddington.....	Penobscot.....	168,434	800	84	42 00	126 00	189 00	315 00
Eden.....	Hancock.....	6,361,675	25,900	709	354.50	1,063.50	797.62	1,861.12
Edgecomb.....	Lincoln.....	186,362	1,100	93	46.50	139.50	209.25	348.75
Edinburg.....	Penobscot.....	22,103	175	11	5.50	16.50	33 00	49.50
Edmunds.....	Washington.....	93,017	500	46	23 00	69 00	136 00	207 00
Eliot.....	York.....	554,460	1,675	184	92 00	276 00	276 00	552 00
Elliottsville Pl.....	Piscataquis.....	118,688	*391	59	29.50	88.50	132.75	221.25
Ellsworth.....	Hancock.....	2,015,498	6,350	503	251.50	764.50	565.87	1,320.37
Emden.....	Somerset.....	265,403	1,500	88	44 00	132 00	165 00	297 00
Enfield.....	Penobscot.....	244,648	1,650	81	40.50	121.50	182.25	303.75
Etna.....	Penobscot.....	131,373	1,200	65	32.50	97.50	146.25	243.75

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Eustis.....	Franklin.....	207,271	750	69	94.50	103.50	155.25	258.75
Exeter.....	Penobscot.....	304,420	1,500	101	50.50	151.50	189.37	340.87
Fairfield.....	Somerset.....	1,669,533	5,000	414	207.00	621.00	465.75	1,088.75
Falmouth.....	Cumberland.....	1,307,950	3,400	326	163.00	489.00	386.75	855.75
Farmingdale.....	Kennebec.....	546,049	1,500	182	91.00	273.00	273.00	546.00
Farmington.....	Franklin.....	1,893,617	5,500	473	236.50	709.50	532.12	1,241.62
Fayette.....	Kennebec.....	225,320	2,000	75	37.50	112.50	168.75	281.25
Flagstaff Pl.....	Somerset.....	85,000	*150	42	21.00	63.00	126.00	189.00
Forest City.....	Washington.....	12,319	150	6	3.00	9.00	18.00	27.00
Forkstown Twp. 3, R. 2.....	Aroostook.....	107,105	*291	35	17.50	52.50	78.75	131.25
Fort Fairfield.....	Aroostook.....	2,013,506	8,000	503	251.50	754.50	565.87	1,320.37
Fort Kent.....	Aroostook.....	460,131	3,500	156	78.00	234.00	292.50	526.50
Foxcroft.....	Piscataquis.....	810,706	3,500	270	135.00	405.00	405.00	810.00
Frankfort.....	Waldo.....	287,194	2,800	90	49.50	148.50	185.62	334.12
Franklin.....	Hancock.....	345,982	1,600	115	57.50	172.50	215.62	388.12
Freedom.....	Waldo.....	165,352	1,000	82	41.00	123.00	184.50	307.50
Freeman.....	Franklin.....	101,161	1,200	50	25.00	75.00	112.50	187.50
Freeport.....	Cumberland.....	1,399,581	4,000	349	174.50	523.50	392.62	916.12
Frenchville.....	Aroostook.....	127,974	2,000	63	31.50	94.50	141.75	236.25
Friendship.....	Knox.....	231,233	825	77	38.50	115.50	173.25	288.75
Fryeburg.....	Oxford.....	797,726	2,000	265	132.50	397.50	397.50	795.00
Fryeburg Academy Grant Twp.....	Oxford.....	22,440	*38	7	3.50	10.50	21.00	31.50
Gardiner.....	Kennebec.....	3,665,913	8,900	610	305.00	915.00	686.25	1,601.25
Garfield Pl.....	Aroostook.....	96,948	*283	48	24.00	72.00	144.00	216.00

* Organized plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.

COMMISSIONER OF HIGHWAYS.

FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907	Set aside under Section 4.	Appropriation necessary to secure State aid. Section 5.	Town's part of joint fund, Section 4-b.	State aid under Section 5.	Joint fund for State, road, Sections 4-b-6.
Garland.....	Penobscot.....	\$298,656	\$2,000	\$ 99	\$19.50	\$148.50	\$185.62	\$334.12
Georgetown.....	Sagadahoc.....	266,532	1,100	88	44.00	132.00	165.00	297.00
Gilead.....	Oxford.....	127,743	400	63	31.50	94.50	141.75	236.25
Glenburn.....	Penobscot.....	129,908	800	64	32.00	96.00	144.00	240.00
Glenwood Pl.....	Arroostook.....	55,000	*506	27	13.50	40.50	81.00	121.50
Gorham.....	Cumberland.....	1,317,492	5,000	379	189.50	508.50	426.37	994.87
Gouldsboro.....	Hancock.....	332,871	2,000	110	55	165	206.25	371.25
Grafton.....	Oxford.....	98,217	450	49	24.50	73.50	147.00	220.50
Grand Falls Pl.....	Penobscot.....	66,120	*239	33	16.50	49.50	99.00	148.50
Grand Isle.....	Arroostook.....	122,711	800	61	30.50	91.50	137.25	228.75
Grand Lake Stream Pl.....	Washington.....	104,195	*380	52	26.00	78.00	117.00	195.00
Gray.....	Cumberland.....	554,340	2,100	184	92.00	276.00	276.00	552.00
Greenbush.....	Penobscot.....	88,251	1,100	41	20.50	61.50	123.00	184.50
Greene.....	Androscoggin.....	306,621	2,500	102	51.00	153.00	191.25	344.25
Greenfield.....	Penobscot.....	43,803	150	21	10.50	31.50	63.00	94.50

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Greenville.	Piscataquis.	498,966	1,500	102	81.00	243.00	303.75	546.75
Greenwood.	Oxford.	183,030	1,200	91	45.50	136.50	204.75	341.25
Guilford.	Piscataquis.	679,208	3,200	226	113.00	339.00	339.00	678.00
Hallowell.	Kennebec.	1,490,298	3,500	372	186.00	558.00	418.50	976.50
Hamlin Pl.	Aroostook.	89,173	400	44	22.00	66.00	132.00	198.00
Hammond Pl.	Aroostook.	115,710	*219	57	28.50	85.50	128.25	213.75
Hampden.	Penobscot.	764,828	5,300	254	127.00	381.00	381.00	762.00
Hancock.	Hancock.	310,289	1,000	103	51.50	154.50	193.12	347.62
Hanover.	Oxford.	81,007	250	40	20.00	60.00	120.00	180.00
Harmony.	Somerset.	222,693	1,500	77	38.50	115.50	173.25	288.75
Harpwell.	Cumberland.	825,191	2,000	275	137.50	412.50	412.50	825.00
Harrington.	Washington.	234,183	1,000	78	39.00	117.00	175.50	292.50
Harrison.	Cumberland.	437,290	1,500	145	72.50	217.50	271.87	499.37
Hartford.	Oxford.	290,297	1,500	96	48.00	144.00	180.00	324.00
Hartland.	Somerset.	481,155	2,800	160	80.00	240.00	300.00	540.00
Hayneville.	Aroostook.	70,743	350	35	17.50	52.50	105.00	157.50
Hebron.	Oxford.	225,434	1,500	75	37.50	112.50	168.75	281.25
Hermon.	Penobscot.	381,407	2,300	127	63.50	190.50	238.12	428.62
Hersey.	Aroostook.	65,258	800	32	16.00	48.00	96.00	144.00
Highland Pl.	Somerset.	71,630	*400	35	17.50	52.50	105.00	157.50
Hiram.	Oxford.	375,553	1,900	125	62.50	187.50	234.37	421.87
Hodgdon.	Aroostook.	303,421	1,800	101	50.50	151.50	189.37	340.87
Holden.	Penobscot.	157,384	700	78	39.00	117.00	175.50	292.50
Hollis.	York.	427,798	3,000	142	71.00	213.00	268.25	479.25

* Organized plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.

FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907	Set aside under Section 4.	Appropriation necessary to secure State aid. Section 5.	Town's part of joint fund, Section 4-5.	State aid under Section 6.	Joint fund for State, road, Sections 4-6.
Hope.....	Knox.....	\$203,350	\$1,000	\$ 67	\$33.50	\$100.50	150.75	\$251.25
Houlton.....	Aroostook.....	3,064,751	15,000	510	235.00	765.00	573.75	1,338.75
Howland.....	Penobscot.....	275,812	1,100	91	45.50	136.50	170.62	307.12
Hudson.....	Penobscot.....	110,339	500	55	27.50	82.50	123.75	206.25
Hurricane Isle.....	Knox.....	58,135	75	29	14.50	43.50	87.00	130.50
Industry.....	Franklin.....	110,080	1,500	55	27.50	82.50	123.75	206.25
Island Falls.....	Aroostook.....	340,524	1,000	113	56.50	169.50	211.87	381.37
Isle au Haut.....	Hancock.....	79,841	450	39.00	19.50	58.50	117.00	175.50
Isleboro.....	Waldo.....	913,079	1,800	304	152.00	456.00	456.00	912.00
Jackman Pl.....	Somerset.....	154,280	*850	77	38.50	115.50	173.25	288.75
Jackson.....	Waldo.....	143,367	1,200	71	35.50	106.50	159.75	266.25
Jay.....	Franklin.....	1,738,942	6,400	434	217.00	651.00	488.25	1,139.25
Jefferson.....	Lincoln.....	427,960	2,050	142	71.00	213.00	266.25	479.25
Jerusalem Twp.....	Franklin.....	102,692	*917	34	17.00	51.00	76.50	127.50
Johnson Mountain Twp.....	Somerset.....	107,960	*401	35	17.50	52.50	78.75	131.25

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Jonesboro.....	Washington.....	107,314	500	53	26.50	79.50	119.25	198.75
Jonesport.....	Washington.....	488,439	3,700	162	81.00	243.00	303.75	546.75
Kenduskeag.....	Penobscot.....	174,461	800	87	43.50	130.50	195.75	326.25
Kennebunk.....	York.....	2,273,060	7,000	568	284.00	852.00	639.00	1,491.00
Kennebunkport.....	York.....	1,493,618	5,000	373	186.50	559.50	419.62	979.12
Kingfield.....	Franklin.....	372,599	1,550	124	62.00	189.00	232.50	418.50
Kingman.....	Penobscot.....	158,861	500	79	39.50	118.50	177.75	296.25
Kingsbury Pl.....	Piscataquis.....	96,000	*532	48	24.00	72.00	144.00	216.00
Kittery.....	York.....	860,522	4,300	286	143.00	429.00	429.00	858.00
Knox.....	Waldo.....	190,570	2,000	95	47.50	142.50	213.75	356.25
Kossuth Twp.....	Washington.....	86,280	*216	28	14.00	42.00	84.00	126.00
Lagrange.....	Penobscot.....	223,355	750	74	37.50	111.50	167.25	278.75
Lake View Pl.....	Piscataquis.....	157,620	*49	78	39.00	117.00	175.50	292.50
Lakeville Pl.....	Penobscot.....	138,750	275	69	34.50	103.50	155.25	258.75
Lambert Lake Twp.....	Washington.....	81,277	*200	27	13.50	40.50	81.00	121.50
Lamoine.....	Hancock.....	185,927	600	92	46.00	138.00	207.00	345.00
Lang Pl.....	Franklin.....	88,160	230	44	22.00	66.00	132.00	198.00
Lebanon.....	York.....	396,224	4,800	132	66.00	198.00	247.50	445.50
Lee.....	Penobscot.....	128,385	650	64	32.00	96.00	144.00	240.00
Leeds.....	Androscoggin.....	333,159	2,000	111	55.50	166.50	208.12	374.63
† Letter E Twp.....	Franklin.....	47,555		15	7.50	22.50	45.00	67.50
Levant.....	Penobscot.....	243,634	1,500	81	40.50	121.50	182.25	303.75
Lewiston.....	Androscoggin.....	14,596,279	47,693	1,621	810.50	2,431.50	823.62	4,255.12
Lexington Pl.....	Somerset.....	82,660	*731	41	20.50	61.50	123.00	184.50

† Letter E Twp. is unincorporated and the county commissioners do not have charge of the expenditure of the road money.

* Organized plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.

COMMISSIONER OF HIGHWAYS.

FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907.	Set aside under Section 4.	Appropriation necessary to secure State aid. Section 5.	Town's part of joint fund, Section 4-5.	State aid under Section 6.	Joint fund for State road, Sections 4-5-6.
Liberty.....	Waldo.....	\$204,730	\$1,000	\$ 88	\$34.00	\$102.00	\$153.00	\$255.00
Lily Bay Twp.....	Piscataquis.....	152,812	*250	50	25.00	75.00	112.50	187.50
Limerick.....	York.....	453,771	1,200	151	75.50	226.50	283.12	509.62
Limestone.....	Aroostook.....	424,499	2,535	141	70.50	211.50	264.37	475.87
Limington.....	York.....	331,075	2,000	110	55.00	185.00	208.25	371.25
Lincoln.....	Penobscot.....	594,125	1,000	198	99.00	297.00	297.00	594.00
Lincoln Pl.....	Oxford.....	140,171	300	70	35.00	105.00	157.50	262.50
Lincolnville.....	Waldo.....	308,007	2,300	102	51.00	153.00	191.25	344.25
Linneus.....	Aroostook.....	263,551	1,500	87	43.50	130.50	163.12	*93.62
Lisbon.....	Androscoggin.....	2,312,717	6,650	578	289.00	867.00	650.25	1,517.25
Litchfield.....	Kennebec.....	353,630	1,500	119	59.50	178.50	223.12	401.62
Littleton.....	Aroostook.....	363,831	2,000	121	60.50	181.50	226.87	408.37
Livermore.....	Androscoggin.....	454,614	3,000	151	75.50	226.50	283.12	509.62
Long Island Pl.....	Hancock.....	26,270	75	13	6.50	19.50	39.00	58.50
Lovell.....	Oxford.....	383,530	1,500	131	65.50	196.50	245.62	442.12

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Lowell	Penobscot	72,614	400	38	18.00	54.00	108.00	162.00
Lubec	Washington	886,559	2,800	295	147.50	442.50	442.50	885.00
Ludlow	Aroostook	110,941	1,000	55	27.50	82.50	123.75	208.25
Lyman	York	349,664	1,000	116	58.00	174.00	217.00	391.50
Machias	Washington	847,833	3,500	282	141.00	423.00	423.00	846.00
Machiasport	Washington	182,629	1,000	91	45.50	136.50	204.75	341.25
Macwahoc Pl.	Aroostook	50,427	95	25	12.50	37.50	75.00	112.50
Madawaska	Aroostook	195,526	1,400	97	48.50	145.50	218.25	383.75
Madison	Somerset	1,828,593	5,000	437	228.50	685.50	514.12	1,199.62
Madrid	Franklin	88,859	800	44	22.00	66.00	132.00	198.00
Magalloway Pl.	Oxford	199,745	250	99	49.50	148.50	222.75	371.25
Manchester	Kennebec	290,683	900	96	48.00	144.00	180.00	324.00
Mapleton	Aroostook	270,748	1,400	90	45.00	135.00	168.75	303.75
Mariaville	Hancock	51,202	500	25	12.50	37.50	75.00	112.50
Marion	Washington	36,918	300	18	9.00	27.00	54.00	81.00
Marshfield	Washington	61,308	350	30	15.00	45.00	90.00	135.00
Mars Hill	Aroostook	378,208	3,150	126	63.00	189.00	236.25	425.25
Masardis	Aroostook	134,009	600	67	33.50	100.50	150.75	251.25
Mason	Oxford	52,792	300	26	13.00	39.00	78.00	117.00
Matinicus Isle Pl.	Knox	38,712	†	19	9.50	28.50	57.00	85.50
Mattamiscottis Twp.	Penobscot	18,250	*150	6	3.00	9.00	18.00	27.00
Mattawamkeag	Penobscot	140,352	500	70	35.00	105.00	157.50	262.50
Marfield	Penobscot	31,730	200	15	7.50	22.50	45.00	67.50
Mayfield Pl.	Somerset	99,750	*600	49	24.50	73.50	147.00	220.50

† No appropriation for highways.

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FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907.	Set aside under Section 4.	Appropriation necessary to secure State aid, Section 5.	Town's part of joint fund, Sections 4-5.	State aid under Section 6.	Joint fund for State road, Sections 4-5-6.
Mechanic Falls.....	Androscoggin.....	861,089	2,000	287	143.50	430.50	430.50	861.00
Meddybemps.....	Washington.....	29,773	300	14	7.00	21.00	42.00	63.00
Medford.....	Piscataquis.....	92,459	300	46	23.00	69.00	136.00	207.00
Medway.....	Penobscot.....	60,407	300	30	15.00	45.00	90.00	135.00
Mercer.....	Somerset.....	169,496	1,600	84	42.00	126.00	189.00	315.00
Merrill Pl.....	Aroostook.....	86,182	800	43	21.50	64.50	129.00	193.50
Mexico.....	Oxford.....	592,373	2,000	197	98.50	295.50	295.50	591.00
Milbridge.....	Washington.....	441,145	1,400	147	73.50	220.50	275.63	496.12
Milford.....	Penobscot.....	464,085	1,900	154	77.00	231.00	288.75	519.75
Millinocket.....	Penobscot.....	864,643	1,500	268	144.00	432.00	432.00	861.00
Milo.....	Piscataquis.....	990,639	5,000	330	165.00	495.00	495.00	990.00
Milton Pl.....	Oxford.....	65,713	600	32	16.00	48.00	96.00	144.00
Minot.....	Androscoggin.....	346,748	2,300	115	57.50	172.50	215.63	388.12
Molunkus Twp. A., R. 5.....	Aroostook.....	86,252	*374	28	14.00	42.00	84.00	126.00
Monhegan Pl.....	Lincoln.....	38,475	50	19	9.50	28.50	57.00	85.50

Monmouth.....	Kennebec.....	632,170	3,000	217	108.50	325.50	325.50	651.00
Monroe.....	Waldo.....	285,163	2,500	95	47.50	142.50	178.12	320.62
Monson.....	Piscataquis.....	256,748	2,040	85	42.50	127.50	159.37	286.87
Monticello.....	Aroostook.....	386,618	1,800	128	64.00	192.00	240.00	432.00
Montville.....	Waldo.....	305,885	3,100	101	50.50	151.50	189.37	340.87
Moose River Pl.....	Somerset.....	146,520	350	73	36.50	109.50	164.25	273.75
Moro Plantation.....	Aroostook.....	55,964	600	27	13.50	40.50	81.00	121.50
Morrill.....	Waldo.....	123,006	1,000	61	30.50	91.50	137.25	228.75
Moscow.....	Somerset.....	126,839	1,000	63	31.50	94.50	141.75	236.25
Mt. Chase.....	Penobscot.....	68,156	400	34	17.00	51.00	102.00	153.00
Mt. Desert.....	Hancock.....	1,875,243	7,750	468	234.00	702.00	526.50	1,228.50
Mt. Vernon.....	Kennebec.....	335,079	1,000	111	55.50	166.50	208.12	374.62
Muscle Ridge Pl.....	Knox.....	35,000	c	17	8.50	25.50	51.00	76.50
Naples.....	Cumberland.....	274,597	1,500	91	45.50	136.50	170.62	307.12
Nashville Pl.....	Aroostook.....	99,180	*341	49	21.50	73.50	147.00	220.50
Newburg.....	Penobscot.....	266,817	1,200	88	44.00	132.00	165.00	297.00
New Canada Pl.....	Aroostook.....	49,579	700	24	12.00	36.00	72.00	108.00
Newcastle.....	Lincoln.....	681,740	2,400	227	113.50	340.50	340.50	681.00
Newfield.....	York.....	222,990	900	74	37.00	111.00	166.50	277.50
New Gloucester.....	Cumberland.....	1,270,951	3,000	317	158.50	475.50	356.62	832.12
New Limerick.....	Aroostook.....	162,096	800	81	40.50	121.50	182.25	303.75
Newport.....	Penobscot.....	709,638	4,000	236	118.00	351.00	354.00	708.00
New Portland.....	Somerset.....	271,662	2,000	90	45.00	135.00	168.75	303.75
Newry.....	Oxford.....	133,621	900	66	33.00	99.00	148.50	247.50

* Organised plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.

c Reports no appropriation for highways.

FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907.	Set aside under Section 4.	Appropriation necessary to secure State aid, Section 5.	Town's part of joint fund, Sections 4-5.	State aid under Section 6.	Joint fund for State road, Sections 4-5-6.
New Sharon.....	Franklin.....	391,540	2,500	130	65 00	195 00	243 75	438 75
New Sweden.....	Aroostook.....	181,916	2,800	90	45 00	135 00	202 50	337 50
New Vineyard.....	Franklin.....	181,232	1,200	90	45 00	135 00	202 50	337 50
Nobleboro.....	Lincoln.....	241,786	1,800	80	40 00	120 00	180 00	300 00
Norridgewock.....	Somerset.....	533,954	4,000	194	97 00	291 00	291 00	582 00
North Berwick.....	York.....	744,709	4,500	248	124 00	372 00	372 00	744 00
Northfield.....	Washington.....	43,085	250	21	10 50	31 50	63 00	94 50
North Haven.....	Knox.....	260,468	800	86	43 00	129 00	161 25	290 25
Northport.....	Waldo.....	331,501	1,500	110	55 00	165 00	206 25	371 25
North Yarmouth.....	Cumberland.....	327,489	900	109	54 50	163 50	204 37	367 87
Norway.....	Oxford.....	1,313,026	3,000	328	164 00	492 00	399 00	891 00
No. 1) R. 4.....	Aroostook.....	105,061	*332	35	17 50	52 50	78 75	131 25
No. 11, R. 4.....	Aroostook.....	74,130	*152	24	12 00	36 00	72 00	108 00
No. 16, R. 4.....	Aroostook.....	103,180	*326	34	17 00	51 00	76 50	127 50
No. 17, R. 4.....	Aroostook.....	46,585	*139	15	7 50	22 50	43 00	67 50

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No. 1, R. 5.....	Aroostook.....	95,309	*192	31	15.50	46.50	93.00	139.50
No. 7, R. 5.....	Aroostook.....	110,208	*226	36	18.00	54.00	81.00	135.00
No. 8, R. 5.....	Aroostook.....	96,813	*229	32	16.00	48.00	96.00	144.00
No. 9, R. 5.....	Aroostook.....	73,136	*764	24	12.00	36.00	72.00	108.00
No. 17, R. 5.....	Aroostook.....	56,309	*250	18	9.00	27.00	54.00	81.00
No. 14, R. 6.....	Aroostook.....	91,680	*264	30	15.00	45.00	90.00	135.00
No. 15, R. 6.....	Aroostook.....	91,660	*198	30	15.00	45.00	90.00	135.00
No. 6, No. of Wald.....	Franklin.....	93,505	*500	31	15.50	46.50	93.00	139.50
No. 7, So. Div.....	Hancock.....	51,526	*50	17	8.50	25.50	51.00	76.50
No. 8., Pl.....	Hancock.....	24,000	*79	12	6.00	18.00	36.00	54.00
No. 9, So. Div.....	Hancock.....	11,520	*57	3	1.50	4.50	9.00	13.50
No. 10, So. Div.....	Hancock.....	53,895	*83	19	9.50	28.50	57.00	85.50
No. 21, Pl.....	Hancock.....	38,640	*82	19	9.50	28.50	57.00	85.50
No. 22, M. Div.....	Hancock.....	45,041	*81	15	7.50	22.50	45.00	67.50
No. 28, M. Div.....	Hancock.....	80,577	*66	26	13.00	39.00	78.00	117.00
No. 33, Pl.....	Hancock.....	55,200	*89	27	13.50	40.50	81.00	121.50
No. 2, R. 6.....	Penobscot.....	154,558	*92	51	25.50	76.50	114.75	191.25
No. 1, R. 7.....	Penobscot.....	112,280	*94	37	18.50	55.50	83.25	138.75
No. 2, R. 7.....	Penobscot.....	120,905	*88	40	20.00	60.00	90.00	150.00
No. 14, Pl.....	Washington.....	55,200	*287	27	13.50	40.50	81.00	121.50
No. 21, Pl.....	Washington.....	55,200	150	27	13.50	40.50	81.00	121.50
No. 18, Ea. Div.....	Washington.....	39,490	*200	13	6.50	19.50	39.00	58.50
No. 19, Ea. Div.....	Washington.....	51,360	*220	17	8.50	25.50	51.00	76.50
No. 26, Ea. Div.....	Washington.....	67,680	*45	23	11.00	33.00	66.00	99.00

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COMMISSIONER OF HIGHWAYS.

FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907.	Set aside under Section 4.	Appropriation necessary to secure State aid, Section 5.	Town's part of joint fund, Sections 4-5.	State aid under Section 6.	Joint fund for State road, Sections 4-5-6.
No. 27, Ea. Div.	Washington.	65,240	*173	21	10.50	31.50	63.00	94.50
No. 24, Mid. Div.	Washington.	45,000	*165	15	7.50	22.50	45.00	67.50
No. 29, Mid. Div.	Washington.	62,880	*220	20	10.00	30.00	60.00	90.00
No. 30, Mid. Div.	Washington.	62,240	*55	20	10.00	30.00	60.00	90.00
No. 31 Mid. Div.	Washington.	74,481	*220	24	12.00	36.00	72.00	108.00
No. 8 R. 3.	Washington.	89,385	*220	27	13.50	40.50	81.00	121.50
No. 10 R. 3.	Washington.	57,787	*220	19	9.50	28.50	57.00	85.50
No. 8 R. 4.	Washington.	38,888	*220	12	6.00	18.00	36.00	54.00
Oakfield.	Aroostook.	104,060	1,350	52	26.00	78.00	117.00	195.00
Oakland.	Kennebec.	992,858	3,500	330	165.00	495.00	495.00	990.00
Old Orchard.	York.	1,085,105	3,800	271	135.50	406.50	304.87	711.37
Old Town.	Penobscot.	2,061,885	7,400	515	257.50	772.50	579.37	1,351.87
Orient.	Aroostook.	71,465	600	35	17.50	52.50	105.00	157.50
Orland.	Hancock.	274,465	1,150	91	45.50	136.50	170.62	307.12
Orneville.	Piscataquis.	106,965	1,161	54	27.00	81.00	121.50	202.50

COMMISSIONER OF HIGHWAYS.

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Orono.....	Penobscot.....	1,067,804	2,000	271	135.50	406.50	304.87	711.37
Orrington.....	Penobscot.....	416,305	1,600	138	69.00	207.00	253.75	465.75
Otis.....	Hancock.....	36,812	200	18	9.00	27.00	54.00	81.00
Otisfield.....	Cumberland.....	245,417	1,200	81	40.50	121.50	182.25	303.75
Oxbow Pl.....	Aroostook.....	70,000	*303	35	17.50	52.50	105.00	157.50
Oxford.....	Oxford.....	480,546	1,600	160	80.00	240.00	300.00	540.00
Palermo.....	Waldo.....	210,375	1,500	70	35.00	105.00	157.50	282.50
Palmyra.....	Somerset.....	346,528	2,900	115	57.50	172.50	215.62	388.12
Paris.....	Oxford.....	1,421,674	3,500	355	177.50	532.50	399.37	931.87
Parkman.....	Piscataquis.....	232,882	1,600	77	38.50	115.50	173.25	288.75
Parlin Pond Twp. No. 3, R. 7.....	Somerset.....	99,220	*250	33	16.50	49.50	99.00	148.50
Parsonsfield.....	York.....	449,706	1,700	149	74.50	223.50	279.37	502.87
Passadunkkeag.....	Penobscot.....	95,531	350	47	23.50	70.50	141.00	211.50
Patten.....	Penobscot.....	598,215	1,850	199	99.50	298.50	298.50	597.00
Penbroke.....	Washington.....	340,674	800	113	56.50	169.50	211.87	381.37
Penobscot.....	Hancock.....	266,907	1,400	88	44.00	132.00	165.00	297.00
Perham.....	Aroostook.....	158,746	1,000	79	39.50	118.50	177.75	296.25
Perkins.....	Sagadahoc.....	41,427	180	20	10.00	30.00	60.00	90.00
Perkins Twp.....	Franklin.....	24,028	*356	8	4.00	12.00	24.00	36.00
Perry.....	Washington.....	182,518	1,000	91	45.50	136.50	204.75	341.25
Peru.....	Oxford.....	253,641	2,800	84	42.00	126.00	157.50	283.50
Phillips.....	Franklin.....	609,365	3,350	203	101.50	304.50	304.50	609.00
Phlipsburg.....	Sagadahoc.....	419,203	2,000	139	69.50	208.50	260.62	469.12
Pittsfield.....	Somerset.....	1,513,488	3,200	378	189.00	567.00	425.25	992.25

*Organized plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.

FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907.	Set aside under Section 4.	Appropriation necessary to secure State aid, Section 5.	Town's part of joint fund, Sections 4-5.	State aid under Section 6.	Joint fund for State road, Sections 4-5-6.
Pittston.....	Kennebec.....	467,750	2,000	155	77.50	232.50	290.62	523.12
Pleasant Ridge Pl.	Somerset.....	60,462	*350	30	15.00	45.00	90.00	135.00
Plymouth.....	Penobscot.....	178,672	1,300	89	44.50	133.50	200.25	333.75
Poland.....	Androscoggin.....	898,081	3,700	299	149.50	448.50	448.50	897.00
Portage Lake Pl.	Aroostook.....	132,706	450	66	33.00	99.00	148.50	247.50
Porter.....	Oxford.....	236,767	800	78	39.00	117.00	175.50	292.50
Portland.....	Cumberland.....	54,798,286	201,794	4,566	2,283	6,849.00	5,136.75	11,985.75
Pownal.....	Cumberland.....	264,674	900	88	44.00	132.00	165.00	297.00
Prentiss.....	Penobscot.....	98,061	500	49	24.50	73.50	147.00	220.50
Presque Isle.....	Aroostook.....	1,980,818	7,000	495	247.50	742.50	556.87	1,299.37
Princeton.....	Washington.....	258,235	2,050	86	43.00	129.00	161.25	290.25
Prospect.....	Waldo.....	172,937	1,175	86	43.00	129.00	193.50	322.50
Randolph.....	Kennebec.....	299,755	1,300	99	49.50	148.50	185.62	334.12
Rangeley.....	Franklin.....	665,660	2,500	221	110.50	331.50	331.50	663.00
Rangeley Pl.	Franklin.....	306,000		102	51.00	153.00	191.25	344.25

COMMISSIONER OF HIGHWAYS.

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Raymond.....	Cumberland.....	246,793	1,000	82	41.00	123.00	184.50	307.50
Readfield.....	Kennebec.....	499,290	2,500	166	83.00	249.00	311.25	560.25
Reed Pl.....	Aroostook.....	131,555	1,000	65	32.50	97.50	146.25	243.75
Richmond.....	Sagadahoc.....	996,938	3,200	332	106.00	498.00	498.00	996.00
Riley Twp.....	Oxford.....	145,856	*104	48	24.00	72.00	108.00	180.00
Ripley.....	Somerset.....	142,816	1,700	71	35.50	106.50	159.75	268.25
Robbinston.....	Washington.....	148,697	550	74	37.00	111.00	166.50	277.50
Rockland.....	Knox.....	5,679,098	16,000	631	315.50	946.50	709.87	1,656.37
Rockport.....	Knox.....	1,383,069	4,300	345	172.50	517.50	388.12	906.62
Rome.....	Kennebec.....	104,510	1,100	52	26.00	78.00	117.00	195.00
Roque Bluffs.....	Washington.....	30,939	300	15	7.50	22.50	45.00	67.50
Roxbury.....	Oxford.....	111,143	1,200	55	27.50	82.50	123.75	206.25
Rumford.....	Oxford.....	3,240,149	6,500	540	270.00	810.00	607.50	1,417.50
Saco.....	York.....	4,033,657	12,800	672	336.00	1,008.00	756.00	1,764.00
St. Agatha.....	Aroostook.....	117,717	1,500	58	29.00	87.00	130.50	217.50
St. Albans.....	Somerset.....	406,703	3,600	135	67.50	202.50	253.12	455.62
St. Francis Pl.....	Aroostook.....	92,978	950	46	23.00	69.00	138.00	207.00
St. George.....	Knox.....	400,713	2,150	133	66.50	199.50	249.37	448.87
St. John Pl.....	Aroostook.....	57,220	600	28	14.00	42.00	84.00	126.00
Salem.....	Franklin.....	62,779	300	31	15.50	46.50	93.00	139.50
Sandy River Pl.....	Franklin.....	92,160	700	46	23.00	69.00	138.00	207.00
Sandy Bay Twp. 5, R. 3.....	Somerset.....	89,875	*339	29	14.50	43.50	87.00	130.50
Sanford.....	York.....	3,385,234	7,575	564	282.00	846.00	634.50	1,480.50
Sangerville.....	Piscataquis.....	539,083	3,000	179	89.50	268.50	268.50	537.00

*Organized plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.

COMMISSIONER OF HIGHWAYS.

FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907	Set aside under Section 4.	Appropriation necessary to secure State aid, Section 5.	Town's part of joint fund, Section 4-6.	State aid under Section 6.	Joint fund for State road, Sections 4-6-6.
Scarborough	Cumberland	1,130,243	4,775	282	141.00	423.00	317.25	740.25
Searmont	Waldo	329,434	2,400	109	54.50	163.50	204.37	367.87
Searsport	Waldo	696,578	3,720	232	116.00	348.00	348.00	696.00
Sebago	Cumberland	173,599	1,200	86	43.00	129.00	193.50	322.50
Sebec	Piscataquis	174,903	1,500	87	43.50	130.50	195.75	326.25
Seboudia Pl.	Penobscot	92,869	*241	46	23.00	69.00	138.00	207.00
Bedgwick	Hancock	219,456	1,200	73	36.50	109.50	164.25	273.75
Shapleigh	York	242,586	1,500	80	40.00	120.00	180.00	300.00
Sherman	Aroostook	230,806	2,500	76	38.00	114.00	171.00	285.00
Shirley	Piscataquis	87,148	1,000	43	21.50	64.50	129.00	193.50
Sidney	Kennebec	416,906	1,500	138	69.00	207.00	258.75	465.75
Silver Ridge Pl.	Aroostook	36,332	250	18	9.00	27.00	54.00	81.00
Skowhegan	Somerset	3,727,369	10,500	621	310.50	931.50	698.62	1,630.12
Smithfield	Somerset	153,172	1,500	76	38.00	114.00	171.00	285.00
Smyrna	Aroostook	122,850	800	61	30.50	91.50	137.25	228.75

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Solon.....	Somerset.....	381,007	1,450	127	63.50	190.50	238.12	428.62
Somerville.....	Lincoln.....	59,460	800	29	14.50	43.50	87.00	130.50
Sorrento.....	Hancock.....	273,941	1,000	91	45.50	136.50	170.62	307.12
South Berwick.....	York.....	1,256,242	3,600	314	157.00	471.00	353.25	824.25
Southport.....	Lincoln.....	382,350	820	127	63.50	190.50	238.12	428.62
South Portland.....	Cumberland.....	3,051,249	5,500	508	254.00	762.00	571.50	1,333.50
South Thomaston.....	Knox.....	376,931	2,250	125	62.50	187.50	234.37	421.87
Southwest Harbor.....	Hancock.....	406,306	800	135	67.50	202.50	253.12	455.62
Springfield.....	Penobscot.....	117,358	600	58	28.00	87.00	130.50	217.50
Stacyville Pl.....	Penobscot.....	106,000	700	52	26.00	78.00	117.00	195.00
Standish.....	Cumberland.....	738,922	2,750	246	123.00	369.00	369.00	738.00
Starks.....	Somerset.....	233,395	1,500	77	38.50	115.50	173.25	288.75
Stetson.....	Penobscot.....	214,394	1,100	71	35.50	106.50	159.75	266.25
Steuben.....	Washington.....	179,995	1,175	80	44.50	133.50	200.25	333.75
Stockholm Pl.....	Arrostock.....	143,234	*667	71	35.50	106.50	159.75	266.25
Stockton Springs.....	Waldo.....	477,396	1,450	159	79.50	238.50	298.12	536.62
Stoneham.....	Oxford.....	109,904	800	54	27.00	81.00	121.50	202.50
Stonington.....	Hancock.....	389,937	2,301	129	64.50	193.50	241.87	435.37
Stow.....	Oxford.....	137,826	500	68	34.00	102.00	153.00	255.00
Strong.....	Franklin.....	282,225	1,500	94	47.00	141.00	176.25	317.25
Sullivan.....	Hancock.....	337,967	1,700	112	56.00	168.00	210.00	378.00
Summit Twp. 1, N. D.....	Penobscot.....	60,720	*176	20	10.00	30.00	60.00	90.00
Sumner.....	Oxford.....	279,644	2,200	93	46.50	139.50	174.37	313.87
Surry.....	Hancock.....	191,351	885	95	47.50	142.50	213.75	356.25

a Organised plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.

FINANCIAL STATEMENT—Continued.

Town.	County.	Valuation.	Town's appropriation for 1907	Set aside under Section 4.	Appropriation necessary to secure State aid. Section 5.	Town's part of joint fund, Section 4-5.	State aid under Section 6.	Joint fund for State road, Sections 4-5-6.
Swan's Island.....	Hancock.....	132,570	900	66	33.00	99.00	148.50	247.50
Swanville.....	Waldo.....	151,878	1,500	75	37.50	112.50	168.75	281.25
Sweden.....	Oxford.....	167,742	400	83	41.50	124.50	186.75	311.25
Talmadge.....	Washington.....	59,072	400	29	14.50	43.50	87.00	130.50
Temple.....	Franklin.....	138,010	800	69	34.50	103.50	155.25	258.75
The Forks Pl.....	Somerset.....	88,160	*500	44	22.00	60.00	132.00	198.00
Thomaston.....	Knox.....	1,265,441	4,380	316	158.00	474.00	355.50	829.50
Thorncliffe.....	Waldo.....	214,038	1,500	71	35.50	106.50	159.75	266.25
Topsfield.....	Washington.....	95,849	600	47	23.50	70.50	141.00	211.50
Topsham.....	Sagadahoc.....	1,198,347	3,000	299	149.50	448.50	336.37	784.87
Tremont.....	Hancock.....	253,666	1,000	84	42.00	126.00	157.50	283.50
Trenton.....	Hancock.....	134,745	500	67	33.50	100.50	150.75	251.25
Trescott.....	Washington.....	59,360	650	29	14.50	43.50	87.00	130.50
Troy.....	Waldo.....	271,164	1,200	90	45.00	135.00	198.75	303.75
Turner.....	Androscoquin.....	893,062	5,000	297	148.50	445.50	445.50	891.00

COMMISSIONER OF HIGHWAYS.

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Union.....	Knox.....	509,581	3,000	169	84.50	253.50	253.50	507.00
Unity.....	Waldo.....	333,304	2,200	111	55.50	166.50	208.12	374.62
Unity Pl.....	Kennebec.....	15,767	125	7	3.50	10.50	21.00	31.50
Upton.....	Oxford.....	119,922	500	59	29.50	88.50	132.75	221.25
Van Buren.....	Arroostook.....	583,942	3,100	194	97.00	291.00	291.00	582.00
Vanceboro.....	Washington.....	161,087	250	80	40.00	120.00	180.00	300.00
Vassalboro.....	Kennebec.....	1,042,198	2,500	260	130.00	300.00	292.50	632.50
Veazie.....	Penobscot.....	294,054	300	94	47.00	141.00	176.25	317.25
Verona.....	Hancock.....	68,167	150	34	17.00	51.00	102.00	153.00
Vienna.....	Kennebec.....	127,562	1,500	63	31.50	94.50	141.75	236.25
Vinalhaven.....	Knox.....	701,318	1,800	233	116.50	349.50	349.50	699.00
Wade Pl.....	Arroostook.....	81,133	700	40	20.00	60.00	120.00	180.00
Waite.....	Washington.....	24,773	300	12	6.00	18.00	36.00	54.00
Waldo.....	Waldo.....	144,506	800	72	36.00	108.00	162.00	270.00
Waldoboro.....	Lincoln.....	1,096,992	3,850	274	137.00	411.00	308.25	719.25
Wales.....	Androscoggin.....	212,026	1,200	70	35.00	105.00	157.50	262.50
Wallagrass Pl.....	Arroostook.....	66,684	200	33	16.50	49.50	99.00	148.50
Waltham.....	Hancock.....	78,250	350	39	19.50	58.50	117.00	175.50
Warren.....	Knox.....	839,256	3,300	279	139.50	418.50	418.50	837.00
Washburn.....	Arroostook.....	283,887	1,750	94	47.00	141.00	176.25	317.25
Washington.....	Knox.....	271,606	2,000	90	45.00	135.00	168.75	303.75
Washington Twp.....	Franklin.....	5,292	a 131	2	1.00	3.00	6.00	9.00
Waterboro.....	York.....	365,353	2,000	121	60.50	181.50	226.87	408.37
Waterford.....	Oxford.....	307,012	1,500	102	51.00	153.00	191.25	344.25

* Organized plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.

COMMISSIONER OF HIGHWAYS.

FINANCIAL STATEMENT—Concluded.

Town.	County.	Valuation.	Town's appropriation for 1907.	Set aside under Section 4.	Appropriation necessary to secure State aid, Section 5.	Town's part of joint fund, Sections 4-5.	State aid under Section 6.	Joint fund for State road, Sections 4-5-6.
Waterville.....	Kennebec.....	6,278,494	19,500	697	348.50	1,045.50	784.12	1,829.62
Wayne.....	Kennebec.....	234,111	2,500	78	39.00	117.00	175.50	292.50
Webster.....	Androscoggin.....	545,952	4,100	181	90.50	271.50	271.50	543.00
Webster Pl.....	Penobscot.....	52,500	593	26	13.00	38.00	78.00	117.00
Weld.....	Franklin.....	244,098	1,650	81	40.50	121.50	182.25	303.75
Wellington.....	Piscataquis.....	125,358	1,400	62	31.00	93.00	139.50	232.50
Wells.....	York.....	950,499	3,550	316	158.00	474.00	474.00	948.00
Wesley.....	Washington.....	46,309	350	23	11.50	34.50	69.00	103.50
West Bath.....	Sagadahoc.....	165,571	700	81	40.50	121.50	182.25	303.75
Westbrook.....	Cumberland.....	4,550,649	9,500	758	379.00	1,137.00	852.75	1,989.75
Westfield Pl.....	Aroostook.....	151,511	1,200	75	37.50	112.50	168.75	281.25
West Forks Pl.....	Somerset.....	97,338	*700	48	24.00	72.00	144.00	216.00
West Gardiner.....	Kennebec.....	307,723	800	102	51.00	153.00	191.25	344.25
Westmanland Pl.....	Aroostook.....	99,180	*333	49	24.50	73.50	147.00	220.50
Weston.....	Aroostook.....	65,170	800	32	16.00	48.00	96.00	144.00

COMMISSIONER OF HIGHWAYS.

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Westport.....	Lincoln.....	91,109	428	45	22.50	67.50	135.00	202.50
Whitefield.....	Lincoln.....	415,983	2,400	138	69.00	207.00	238.75	465.75
Whiting.....	Washington.....	100,847	600	50	25.00	75.00	112.50	187.50
Whitneyville.....	Washington.....	55,063	450	27	13.50	40.50	81.00	121.50
Williamsburg.....	Piscataquis.....	51,655	250	25	12.50	37.50	75.00	112.50
Willimantic.....	Piscataquis.....	81,833	450	40	20.00	60.00	120.00	180.00
Wilton.....	Franklin.....	950,212	4,000	316	158.00	474.00	474.00	948.00
Windham.....	Cumberland.....	1,098,155	3,500	274	137.00	411.00	308.25	719.25
Windsor.....	Kennebec.....	251,441	1,000	83	41.50	124.50	155.62	280.12
Winn.....	Penobscot.....	164,102	300	82	41.00	123.00	184.50	307.50
Winslow.....	Kennebec.....	2,304,504	900	576	288.00	864.00	648.00	1,512.00
Winter Harbor.....	Hancock.....	499,238	1,200	166	83.00	249.00	311.25	560.25
Winterport.....	Waldo.....	564,219	4,100	138	94.00	282.00	282.00	564.00
Winterville Pl.....	Aroostook.....	88,320	*311	44	22.00	66.00	132.00	198.00
Winthrop.....	Kennebec.....	1,283,511	4,250	323	161.50	484.50	383.37	847.87
Wiscasset.....	Lincoln.....	480,972	2,500	160	80.00	240.00	300.00	540.00
Woodland.....	Aroostook.....	237,133	1,500	79	39.50	118.50	177.75	296.25
Woodstock.....	Oxford.....	271,014	1,500	90	45.00	135.00	168.75	303.75
Woodville.....	Penobscot.....	58,211	600	29	14.50	43.50	87.00	130.50
Woolwich.....	Sagadahoc.....	341,994	1,500	113	56.50	169.50	211.87	381.37
Wyman Twp. No 4, R. 3.....	Franklin.....	59,380	*255	19	9.50	28.50	57.00	85.50
Yarmouth.....	Cumberland.....	1,486,238	2,500	371	185.50	556.50	417.37	973.87
York.....	York.....	2,497,337	8,200	624	312.00	936.00	702.00	1,638.00
Totals for State.....		\$366,815,063	\$1,378,796	\$81,977	\$40,889.00	\$122,966.00	\$130,550.90	\$253,516.90

*Organized plantations or unincorporated townships in which the county commissioners assess and expend the highway appropriations.

REPORT OF STATE ROAD WORK FOR 1906.

Following the practice of the past two years we herewith present a compilation giving a brief description of state road work done in 1906. The information is taken from the county commissioners' returns to the governor and council.

It is apparent by a close inspection of the reports that a considerable number of towns in making report of the cost of work give only the maximum expenditure against which they can draw aid when in reality the expenditure has been considerably more. Such a case for example occurs in report for city of Augusta. In this case we have substituted for the figures reported by the county commissioners, viz. \$600, the actual cost, \$2,250.

Consequently the reports of work costing exactly \$600 cannot always be depended upon as showing the true cost of work reported.

STATE ROAD WORK FOR 1906.

Compiled from County Commissioners' returns to the Governor
and Council.

ANDROSCOGGIN COUNTY.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Durham	870	No description given.	\$269.70	.31
E. Livermore	1,485	Surfacing with crushed stone and other material. \$386.41		
		Labor. 186.68	573.09	.39
Lewiston	440	Surfacing with a layer of stone 18 inches in depth, covering with clay to a depth of about 6 inches surfacing with gravel.	400.00	.91
Lisbon	742	Widening; grading; surfacing with gravel to a length of 742 feet and a depth of about 1 foot.	894.49	1.21
Mechanic Falls	100	Putting in culvert; grading; erect- ing suitable fence.	203.50	2.03
Poland	2,560	Surfacing sandy road with clay and gravel to a depth of 1 foot in the middle and tapering off to the sides.	600.00	.23
Wales	342	Rock foundation to a depth of from 1 to 2 feet; surfacing with dirt and gravel.	234.43	.69
Webster	1,200	Putting in culvert; underdraining; surfacing with gravel.	600.00	.50
Total,	7,739 feet	Total cost,	\$3,775.21	\$0.49
"	1.47 miles.	Cost per mile at same rate,	\$2,568.16	

AROOSTOOK COUNTY.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Amity	300	Swamp road; rock filling; rock shoulders to widen, covering with 6 inches of pounded rock, gravel surfacing.	\$250.50	.83
Ashland	1,361	Turnpiking; ditching; draining; building large stone culvert.	447.78	.33
*Bancroft	1,815	Turnpiking; widening, building four culverts.	200.33	.11
Blaine	1,133	Turnpiking; widening; graveling.	314.67	.28
Bridgewater	1,496	Building 313 feet of rock foundation; turnpiking subgrade; graveling 1188 feet; building new railing on Dead Brook bridge.	264.90	.18
Caribou	1,320	Grading; underdraining; covering with crushed stone 30 feet wide; rolling with steam roller.	1,000.00	.76
Castle Hill	1,881	Turnpiking; filling with rock; graveling.	349.27	.19
Chapman Pl.	1,000	Grading with rocks and gravel.	100.00	.10
Connor Pl.	1,320	Turnpiking; rock filling; graveling.	450.00	.34
Crystal	1,353	Turnpiking; ditching; rock foundation in center for distance of 1,155 feet.	200.00	.15
Dyer Brook	2,640	Rock foundation; covering with dirt; surfacing with gravel.	250.00	.09
Eagle Lake Pl.	6,600	Turnpiking; ditching, widening; putting in stone culverts.	300.00	.04
Easton	680	Road across bog; grading with rock; graveling.	600.00	.09
Ft. Fairfield	2,640	Turnpiking; ditching; draining; covering with crushed rock.	\$700.00	.27
Haynesville	316	Widening; filling in low place with gravel; graveling. Putting in stone culvert.	300.00	.95
Hersey	220	Building new bridge; building and raising approaches to same of rock and gravel.	225.45	1.01
Hodgdon	742	Building with rock foundation in center; covering with 8 inches of gravel. Putting in a tile culvert.	400.00	.54
Houlton	1,750	Building of crushed rock; wetting and rolling with steam roller; surfacing with 607 loads of gravel.	1,145.25	.65
Limestone	2,640	Turnpiking; grading; graveling; blasting ledges.	409.50	.15
Linneus	990	Building rock foundation, 18 feet wide, 1 foot deep on edges, 18 inches in center; covering with dirt.	325.00	.33
Littleton	1,320	Turnpiking; graveling.	520.00	.39
Ludlow	1,128	Building rock foundation; covering with gravel.	400.00	.36
Macwahoc Pl.	900	Turnpiking; graveling; removing rocks; draining.	150.00	.17

*Hardly up to our standard. Co. Com'rs.

AROOSTOOK COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Mapleton	275	Building a stone bridge or grade 28 feet wide with 20 foot roadway between railings. Average depth of rock fill 9 feet.	686.20	2.50
Mars Hill	1,914	Building rock foundation; covering with dirt; surfacing with gravel.	511.13	.26
Masardis	300	Cutting down two steep hills, making fill between.	230.00	.77
Merrill Pl.	1,336	Building rock foundation, covering with gravel; blasting ledge; putting in drain pipe culvert.	400.00	.30
Monticello	5,280	Turnpiking; graveling to a depth of about 2 feet in center; putting in \$100 worth of sewer pipe for drainage.	624.50	.12
Moro Pl.	2,095	Turnpiking; widening; ditching; draining.	225.50	.11
New Limerick	693	Excavating 12 feet wide, 6 inches deep; filling with stone; covering with 6 inches of clay; covering 60 feet of same with 6 inches of gravel; putting in two 12 inch drain pipe culverts. Width of road worked 24 feet.	254.55	.37
New Sweden	3,960	Turnpiking; blasting; filling; draining.	427.04	.11
Oakfield	1,155	Turnpiking; widening; removing rocks; putting in seven stone culverts.	313.89	.27
Orient	495	Raising road by putting in about 1000 loads of gravel; widening to a width of 24 feet; putting in two stone culverts.	201.00	.41
Perham	2,093	Turnpiking; grading with rock and gravel.	401.45	.20
Presque Isle	2,856	Filling one ditch with rocks; covering whole width with rocks and pounding up with sledges; covering with 12 inches of gravel for 495 feet. Also turnpiking and graveling with beach gravel for 2361 feet.	606.69	.21
Reed Pl.	503	Building rock foundation; covering with gravel; draining.	302.40	.60
Sherman	2,287	Swamp road; rock filling; widening; covering with crushed rock.	600.00	.26
Silver Ridge Pl.	300	Filling center of road with rock; covering with dirt and gravel; ditching and draining.	237.00	.79
Smyrna	1,400	Swamp road; rock filling; covering with gravel; putting in culverts of eight inch tiling.	400.00	.29
St. Francis Pl.	3,085	Cutting out bank; draining; widening.	300.00	.10

AROOSTOOK COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Van Buren	1,150	Graveling; putting in an iron culvert.	672.92	.59
Wade Pl.	264	Building with rock and gravel; putting in a concrete culvert.	152.36	.57
Washburn	288	Filling with rock; covering with dirt and gravel; putting in a stone culvert.	200.00	.69
Weston	175	Rock filling to a depth of from 1 to 4½ feet; covering with dirt; surfaced with gravel.	210.25	1.20
Woodland	681	Rock filling; covering with heavy layer of gravel.	408.97	.60
Total	68,130 feet.	Total cost	\$17,668.50	\$0.26
"	12.90 miles.	Cost per mile at same rate,	\$1,369.65.	

CUMBERLAND COUNTY.

Baldwin	1,617	Clearing right of way,	\$6.50	
		Building two-24' x 2' x 2'		
		culverts	43.00	
		Grading 270 cu. yds.	95.00	
		Gravel surfacing, width 15		
		feet, depth 8 inches,	238.80	
		Building guard rails, 72		
		feet,	21.00	
		Width of improved road		
		23 feet.		
			\$404.30	.25
Bridgton	4,550	Clearing right of way,	28.56	
		Building one culvert of tile	25.00	
		Building one culvert of		
		stone,	16.50	
		Building one stone water-		
		way,	38.65	
		Earth filling, 185 yds.,	48.28	
		Stone filling, 594½ yds.,	215.62	
		Surfacing, 650 feet long,		
		30 feet wide, 6 inches		
		deep,	156.09	
		Building guard rails, 410		
		feet,	21.30	
		Width of improved road,		
		33 feet,		
			550.00	.12
Brunswick	500	Clearing right of way,	129.50	
		Graveling and sanding		
		whole length, 21 feet		
		wide, 18 inches deep,	110.00	
		Surfacing with crushed		
		stone, length 550 feet,		
		width, 15 feet, depth, 14		
		inches,	944.60	
		Laying vitrified pipe cul-		
		vert, 34 feet long,	15.90	
		Width of imp. road, 24 feet	1,200.00	2.40

CUMBERLAND COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Cape Elizabeth	765	Rock filling, 18 feet wide, 15 inches deep,	472.80	
		Surfacing, 21 feet wide, 8 inches deep,	274.70	
		Building guard rails, 115 feet long,	11.78	
		Width of earth shoulders, 9½ feet,		
		Width of improved road, 40 feet.	759.28	.99
Casco	1,323	Ledge excavation, 400 cu- bic yards; earth filling, 460 cubic yards. Width of improved road, 22 feet,	208.00	.16
Cumberland	1,106	Clearing right of way,	100.00	
		Earth and stone excava- tion, 488 yards; earth and stone filling, 600 yards,	793.44	
		Gravel surfacing, length 1106 feet; width 12 to 24 feet; depth, 2 to 6 inches,	65.30	
		Building culvert, 4 feet x 6 feet x 49 feet, made of stone; cost of new gran- ite,	124.00	
		Cost of removing and lay- ing stone and abutments	167.49	
		Putting in guard rails, 320 feet,	26.78	
		Width of earth shoulders 21 to 24 feet.	1,277.01	1.15
		Rock filling, 25 feet wide, 1 foot deep; surfacing, 25 feet wide, 10 inches deep; building one stone culvert 28 feet long.		
		Width of improved road, 25 feet.	400.00	1.06
Falmouth	377	Excavating ledge, 292 cu- bic yards,	205.21	
		Building stone drain, 1,500 feet in length, 2 to 3 feet in width, 2 to 2½ feet in depth,	230.00	
		Surfacing, 1,592 feet in length; 12 feet in width; 6 inches in depth,	137.95	
		Building four stone water- ways—two rebuilt, two lengthened about 6 feet each, length 25 feet, depth, 2 feet.		
		Width of improved road, 21 feet.	617.66	.36
Freeport	1,717	Excavating ledge, 292 cu- bic yards,	205.21	
		Building stone drain, 1,500 feet in length, 2 to 3 feet in width, 2 to 2½ feet in depth,	230.00	
		Surfacing, 1,592 feet in length; 12 feet in width; 6 inches in depth,	137.95	
		Building four stone water- ways—two rebuilt, two lengthened about 6 feet each, length 25 feet, depth, 2 feet.		
		Width of improved road, 21 feet.	617.66	.36

CUMBERLAND COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Gorham	2,240	Clearing right of way,	12.00	
		Grading,	306.20	
		Putting in "V" drain, length 650 feet, width 12 feet, depth from 8 to 20 inches,	204.00	
		Stone filling, length 150 feet, width 15 feet, depth, 12 inches,	50.00	
		Graveling 2,240 feet x 9 feet x 9 inches,	312.80	
		Building stone culvert, 25 feet long, 2 x 2½ feet,	25.00	
		Width of improved road, 25 feet.	—	
			910.00	.40
Gray	1,996	Cleaning and clearing right of way,	15.00	
		Excavating 30 yards, earth filling 30 yards,	90.99	
		Surfacing, length 1,996 feet, width 12 feet, depth 6 inches,	236.91	
		Building two culverts, one of 6 inch tile, length 26 feet, one of stone re- paired,	15.49	
		Width of earth shoulders, 4½ feet;		
		Width of improved road, 21 feet.	—	
			358.39	.18
Harrison	1,930	Cleaning and clearing right of way,	50.00	
		Stone filling, 14 feet wide, 2 feet deep, 250 feet long; building a blind stone drain, 100 feet long and 2 feet wide,	80.00	
		Surfacing with gravel,	85.00	
		Building 2 split stone cul- verts 24 feet x 2 feet x 2 feet,	40.00	
		Width of improved road, 24 feet.	—	
			255.00	.13
Naples	1,190	Cleaning and clearing right of way,	24.00	
		Graveling, 18 to 20 feet wide, 6 to 8 inches deep,	122.50	
		Building two culverts, 1-12 inch drain pipe 60 feet long, 1-6 inch drain pipe 20 feet long,	37.50	
		Grading,	26.00	
		Width of improved road, 30 feet.	—	
			210.00	.18

CUMBERLAND COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
New Gloucester	330	Putting in blind stone drain, 330 feet in length, 15 inches in diameter, made of split stone,	150.00	
		Grading, earth excavating and stone filling, each 587 cubic yards,	117.00	
		Graveling, 330 feet in length, 10 feet in width, 2 feet in depth,	33.00	
		Width of earth shoulders, 4 feet; width of improved road, 24 feet.	300.00	.91
No. Yarmouth	1,650	Cleaning and clearing right of way,	18.00	
		Putting in stone drain,	148.00	
		Graveling, length 1,411 feet, width 10 feet, depth, 1 foot,	96.00	
		Grading,	31.00	
		Putting in one culvert, 32 feet x 2 feet x 3 feet,	10.50	
		Putting on guard rails,	21.90	
		Doing other work,	30.16	
		Width of earth shoulders, 11 feet; width of improved road, 32 feet.	355.56	.22
Otisfield	792	Building retaining wall beside pond,	171.25	
		Graveling 792 feet in length, 18 feet in width, 1 foot in depth,	114.12	
		Building guard rails 792 feet in length,	119.69	
		Width of improved road, 18 feet.	405.06	.51
Scarborough	600	Earth filling, 195 yards,	50.00	
		Graveling, 435 yards,	250.00	
		Width of improved road, 28 feet.	300.00	.50
So. Portland	795	Grading; ledge excavation and stone filling,	50.00	
		Surfacing with gravel and crushed rock, length 795 feet; width, 22 feet; depth, 15 inches,	629.36	
		Width of road improved, 22 feet.	679.36	.86
Standish	980	Putting in stone drain 380 feet in length, 10 feet in width, 2½ feet in depth,	180.00	
		Putting in 2 stone culverts, each 10 feet long,	10.00	
		Surfacing,	27.25	
		Width of improved road, 21 feet.	217.25	.22

CUMBERLAND COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Westbrook	750	Rock filling, length 350 feet, width 12 feet, depth 14 inches, 300.00 Grading, 464 cubic yards earth excavation, 100.00 Surfacing with crushed stone, length 750 feet, width 12 to 14 feet, depth, 14 inches, 1500.00 Width of improved road, 23 feet. ———	1,900.00	2.53
Windham	2,375	Cleaning and clearing, 25.00 Earth filling, 500 yards, 150.00 Gravel surfacing, 2075 feet in length, 12 feet in width, 8 inches in depth, 159.50 Building two culverts and relaying two, 65.00 Width of improved road, 23 feet. ———	399.50	.17
Yarmouth	600	Grading, 350 yards stone, earth and gravel filling, 96.00 Gravel surfacing, 600 feet in length, 22 feet in width, 1½ feet in depth, 190.19 Building one culvert 35 feet x 2 feet x 2 feet, 35.00 Width of earth shoulders, 4 feet; width of impro- ved road, 31 feet. ———	321.19	.54
Total,	28,183 feet. 5.34 Miles.	Total cost, Cost per mile at same rate,	\$12,027.56 2,252.35	\$0.42

FRANKLIN COUNTY.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Avon	600	Stone work, 219.85 Earth work, 55.80	275.65	.46
Carthage	924	Grading with gravel; building one stone culvert.	221.62	.24
Eustis	1,155	Graveling, 12 feet in width, 8 inches in depth.		
		Width of improved road, 21 feet.	200.00	.17
Farmington	833	Building road of crushed stone,	884.78	1.06
Jay	495	Grading with crushed stone and coal ashes.		
		Width of improved road, 20 feet.	600.00	1.01
Kingfield	(Culvert work)	Building stone culverts.	*401.30	
Madrid	1,402	Gravel filling; building stone culverts; widening.	399.81	.29
New Vineyard	462	Stone filling; covering with gravel.	312.10	.68
Phillips	2,475	Underdraining for 825 feet; graveling for 3,960 feet; building five split stone culverts.	646.39	.26
Rangeley	2,100	Cutting hill; filling sides; widening road,	150.00	.07
Salem	1,880	Building stone abutments for a bridge,	104.88	.06
Strong	600	Cutting down hill; filling in at foot,	205.00	.34
Temple	1,204	Stone foundation; surfacing with gravel,	584.95	.49
Weld	5,280	Grading; graveling,	360.27	.07
Wilton	1,500	Grading; surfacing with crushed rock,	635.78	.42
Total,	20,910 feet.	Total cost,	\$5,982.53	*\$0.27
"	3.96 miles.	Cost per mile at same rate,	*1,409.40	

* \$401.30 for culvert work in Kingfield not included in averages per mile and foot.

HANCOCK COUNTY.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Amherst	1,204	"V" drain 10 feet wide, 2		
		feet deep,	\$176.50	
		Two stone culverts,	24.00	
		Surfaced with gravel, 1		
Aurora	363	foot deep at center, 4 in-		
		ches at shoulders,	73.50	
		Width of road 24 feet.	274.00	.23
		Rock filling; surfacing with gravel,	102.44	.28
Bluehill	2,565	Excavating; building spilt stone		
		culvert 3 feet x 1 foot 6 inches;		
		two 10 inch tile culverts; sur-		
		facing with about 600 loads of		
Brooksville	2,640	gravel; width of road 21 feet.	587.66	.23
		Three styles of construction used;		
		one section surfaced with		
		crushed rock; another with		
Bucksport	686	gravel and the third with a stone		
		foundation 18 feet wide and 18		
		to 20 inches deep.		
		Three split stone culverts built.	443.76	.17
Castine	700	Building drain to a width of 6 feet,		
		4 feet in depth, covering same		
		with cedar boughs, clay and		
		gravel; surfacing with gravel the		
Dedham	660	entire length to a depth of 6 in-	603.50	.88
		ches; side ditches and culverts		
		well cleaned and repaired.		
		Digging trench to a width of 4 feet,		
Deer Isle	594	4 feet in depth; filling same with		
		rock and putting grass and hay		
		on top; surfacing with dirt and		
		on top of that crushed rock and		
Eastbrook	400	beach gravel; building bridge 21		
		feet in width with 4 foot outlet,		
		of granite 8 x 10 x 16; grade of		
		road raised about 1½ feet; width		
Eastbrook	400	of improved road from 21 to 25	617.05	.88
		feet.		
		Underdraining about 450 feet;		
		putting in two stone culverts;		
Eastbrook	400	raising road for about 210 feet;		
		stone filling; grading and sur-		
		facing with earth.	154.71	.23
		"V" drain 12 feet wide, 18 inches		
Eastbrook	400	deep; surfacing with dirt and		
		gravel in accordance with plans		
		received from the State Commis-		
		sioner of Highways.	450.00	.76
Eastbrook	400	This work is done in stone and		
		gravel. On the lower side a wall		
		from 2 to 4 feet high filled with		
		small stones, covered first with		
Eastbrook	400	turf, then with loam and then		
		graveled. There are five stone		
		culverts in the length of the road.	122.25	.81

HANCOCK COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Eden	1,060	Filling with 3 grades of crushed stone to a depth of 8 inches, thoroughly rolled with a 12 ton steam roller. Road bed 16 feet wide; width of improved road from ditch to ditch 24 feet with a 12 inch crown.	2,000 00	1.89
Ellsworth	2,640	Putting in 1,000 feet of drain pipe, filling trench with gravel, also constructing $\frac{1}{4}$ mile macadamized road and repairing to the amount of \$200.	928.96	.35
Franklin	(Bridge work)	Building stone bridge with masonry abutments and wing walls, to a distance of about 160 feet. Contract job.	*895.00	
Hancock	2,010	Excavating to a length of 1,610 feet, a width of 8 feet and a depth of 2 feet; stone filling, properly draining and bringing to a true grade with dirt and clay to a depth of 12 inches above stone filling; surfacing with coarse gravel to a width of 10 feet and a depth of 6 inches. There has also been constructed 400 feet of turnpiked road 28 feet in width and graveled as above; putting in three permanent stone culverts in place of wooden ones; opening up ditches from each of them so that no water will stand near the road.	600.00	.30
Lamoine	1,584	Straightening, turnpiking and grading for full length of improved road to a depth of from 7 to 14 inches; 825 feet of above built on Telford plan; rock filling to a depth of $1\frac{1}{2}$ feet with rock drain; putting in three sewer pipe culverts, also six culverts in other places in town on state road.	423.21	.27
Mt. Desert	550	Excavating and blasting; filling with stone; surfacing with clay and gravel to a depth of from 6 to 8 inches; the road is well drained by one stone culvert and one stone ware pipe culvert.	898.53	1.63
Orland	954	Width of improved road, 22 feet. Underdraining with stone to a length of 754 feet, and a depth of 4 feet; This was crowned and a gravel surfacing put on to a length of 100 feet; surfacing with gravel to the length of an additional 100 feet.	213.95	.22

HANCOCK COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Otis	627	Stone filling to a width of 9 feet and 2½ feet in depth; surfacing with earth and gravel; putting in one culvert at each end to a length of 20 feet, 3 feet in width and 15 inches in height; surfacing with split stone to a thickness of 8 inches.		
		Width of improved road, 22 feet.	396.05	.63
Sedgwick	360	Excavating to a width of 12 feet and 20 inches in depth; filling with cobble stones layed to a depth of 18 inches; surfacing with dirt; surfacing with gravel to a depth of from 4 to 6 inches; putting in a good stone causeway near the center, and a good drain from the road.	290.50	.81
S. W. Harbor	800	Building stone bridge and subdraining 638 feet in length, 4 inch drain pipe, pipe covered with 10 inches of loam, trench filled with stone; graveling 6 inches in depth.	539.01	.67
Stonington	550	"V" drain 14 feet wide, 1½ feet deep; putting in 2 stone culverts 3½ feet x 2 feet in the clear; surfacing with dirt and gravel; width of improved road, 21 feet.	300.00	.54
Sullivan	2,575	Three styles of construction used; one section consisting of rock foundation 14 inches in depth; covered with clay 8 inches in depth; surfaced with gravel 4 inches in depth and crowned to about 5 inches; second section center drained to width of 4 feet and depth of 2½ feet, stone filled, covered with sea weed, surfaced with clay and gravel; third section blasted ledge from top of sharp hill down 2 feet, putting in stone foundation, covered with sea weed, surfaced with clay and gravel to width of 18 feet.	567.96	.22
Surry	6,000	Graveling to full length of road to a depth of 6 inches.	364.50	.06

HANCOCK COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Swan's Isl.	330	Putting in one culvert 21 feet in length, 2 feet x 20 inches; putting in one branch drain 159 feet in length, 2 feet in depth, 3 feet in width; putting in one center drain 80 feet in length, 5 feet in width; side drain, length of roads, 2 crossway drains. Cost as follows: Putting in culvert, \$27.50 Branch drain, 18.00 Center drain, 25.00 Side drain, No. 1, 15.00 Side drain, No. 2, 10.00 Gravel for road, 12.00 Labor on road and 2 crossways and material for same, 71.00		
		Width of improved road, 21 feet.	178.50	.54
Trenton	151	Excavating for culvert to a length of 21 feet, 10 feet in width and 6 feet in depth; stone filling to a depth of 1 foot; walling up with large stones and split granite and filling in back of each wall with small stone; building 80 feet of road; stone filling for the length given above to a width of 8 feet and 1½ feet in depth, running to the ditch on either side; surfacing with gravel for full length.	200.00	1.32
Waltham	900	Putting in drain pipe and surfacing with gravel to a length of 700 feet; putting in stone drain to a distance of 200 feet.	200.00	.22
Winter Harbor	950	Two kinds of construction used; the first section was 743 feet in length and 33 feet in width; stone filling to a depth of from 6 to 18 inches. The second section was 198 feet in length, 20 feet in width; stone filling to an average depth of 1 foot; surfacing both pieces with small rock, clay and gravel. Width of improved road, 33 feet.	900.00	.94
Total	31,853 feet.	Total cost,	13,251.54	\$0.39
"	6.03 miles.	Cost per mile at same rate,	\$2,049.19	

* \$895 for bridge work in Franklin not included in averages per mile and foot.

KENNEBEC COUNTY.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Albion	4,290	surfacing with good coat of gravel.	\$389.95	.09
Augusta	1,750	Grades reduced; drainage improved; macadam surface placed.	2,250.00	1.31
Belgrade	1,070	Blasting; widening road bed; grading; surfacing with gravel.	406.55	.38
China	2,805	Excavating and stone filling to a length of 1,815 feet; surfacing with gravel; turnpiking and graveling to a length of 990 feet; putting in three stone culverts.	432.59	.15
Clinton	350	Stone filling and gravel surfacing to a depth of from eighteen to thirty inches; widening road about ten feet. Width of improved road, 28 feet.	525.00	1.50
Fayette	850	Cutting down grade of hill; raising road through bog by using corduroy and gravel; surfacing with gravel.	402.39	.47
Hallowell	273	Width of improved road, 21 feet. Putting in macadam surfacing to a depth of eight inches.	300.00	1.10
Litchfield	1,370	Width of improved road, 26 feet. Rock filling to a depth of three feet; surfacing with gravel to a depth of twenty inches (about 330 feet in length); surfacing with clay to a length of 1,039 feet, 1 foot in depth; surfacing same with a gravel to a depth of 1 foot.	622.12	.45
Manchester	792	Excavating road to a width of 12 feet, and 2½ feet in depth; filling with field stone, largest at bottom, smallest at top; surfacing with 10 inches of gravel.	493.93	.62
Mt. Vernon	1,007	Width of improved road, 23 feet. Excavating and filling with stone, covering same with shingle hair and dirt.	295.95	.29
Oakland	1,183	Stone underdraining.	606.30	.50
Randolph	1,000	Rock filling; gravel surfacing.	400.00	.40
Readfield	660	No description given.	518.00	.78
Rome	578	Grading to a height of 18 inches from center of road bed to ditch, covering with marl and gravel to full width of road.	309.96	.54
Vassalboro	2,640	Width of improved road, 21 feet. Surfacing with 1,160 loads of gravel; putting in culverts.	470.64	.17
Vienna	749	Widening road; putting in one stone culvert 20 feet in length, 8 feet in width, 3 feet in depth; surfacing same with gravel.	203.48	.27
		Width of improved road, 20 feet.		

KENNEBEC COUNTY—Continued.

Town	Length in feet.	Description.	Cost.	Cost per foot.
W. Gardiner	350	Excavating to a width of 15 feet and a depth of 15 inches; surfacing with clay to a depth of 6 inches; surfacing with gravel to a depth of 8 inches.	289.50	.83
Windsor	3,150	Widening road; surfacing with gravel; lowering grade, making fills with foundations; putting in two culverts.	427.50	.14
Winslow	250	Surfacing with gravel to a length of 250 feet, 20 feet in width, 3 feet in depth, 357.93 Putting in one culvert 35 feet x 10 feet x 6 feet, stone abutments, concrete covering, 625.00 Width of improved road, 20 feet.	982.93	3.93
Winthrop	1,280	Excavating to a width of 7 feet, and from 2½ to 3 feet in depth; putting in water course 1 foot square at bottom; stone filling; surfacing with gravel.	600.00	.47
Total,	26,397 feet.	Total cost,	\$10,926.79	\$0.41
"	5 miles.	Cost per mile at same rate,	2,185.35	

KNOX COUNTY.

Appleton	5,181	Cleaning and clearing right of way; excavating; stone filling; surfacing with gravel; putting in stone culverts.	600.00	.12
Camden	1,300	Building road of limestone chips and gravel.	887.96	.68
Cushing	980	Building perfect road bed; covering with stones; surfacing with 8 to 10 inches of gravel; putting in good culverts.	309.74	.32
Friendship	500	Excavating to a depth of 3 feet; filling with coarse stone; covering with a layer of finer stone; surfacing with 14 inches of gravel; putting in two iron culverts and one stone culvert; digging out ditches.	474.88	.95
Hope	592	Excavating to a depth of 2 feet, 12 feet in width; stone filling; surfacing with gravel or dirt to a depth of 18 inches.	230.00	.39
North Haven	592	Excavating ledge; stone filling; gravel surfacing.	312.88	.53

KNOX COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Rockport	1,220	Crowning 12 inches with lime rock chips; graveling. Width of road improved, 30 feet.	877.70	.72
So. Thomaston	340	Cleaning and clearing right of way; stone filling to a depth of 2 feet; surfacing with clay to a depth of 10 inches; surfacing with gravel to a depth of 15 inches; whole thoroughly drained.	328.50	.97
St. George	1,125	Rock filling of several sizes to raise road, 2050 loads used; surfacing with granite dust; building three stone bridges.	1,014.82	.90
Thomaston	650	Excavating to a depth of 2 feet; rock filling to a depth of 2 feet; surfacing with rock chips to a depth of 1 foot; surfacing with gravel to the depth of $\frac{1}{2}$ foot, draining for entire length.	720.90	1.10
Union	1,000	Excavating to a depth of 3 feet, 6 feet in width; stone filling; crowning with gravel.	713.27	.71
Vinalhaven	563	Rock filling; crowning; surfacing with gravel to a depth of 15 inches. Width of improved road, 20 feet.	606.94	1.08
Warren	368	Excavating to a depth of 2 $\frac{1}{2}$ feet, 7 feet in width; stone filling; crowning and surfacing with coarse and fine gravel to a depth of 18 inches.	400.10	1.09
Washington	7,650	Cleaning and clearing right of way; excavating to a length of 100 feet; stone filling to the same length; surfacing with clay and gravel to a length of 1,320 feet. The balance of the road being across a gravelly plain which forms a perfect road bed, it was simply graded, all obstructions being removed.	600.45	.08
Total,	22,061 feet.	Total cost,	\$8,078.14	\$0.37
"	4.18 miles.	Cost per mile at same rate,	1,932.57	

LINCOLN COUNTY.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Alna	1,800	Gravel, \$15.00 Lumber, 4.00 Drain pipe, 5.00 Stone culvert, 15.00 Labor, 161.00	\$200.00	.11
Boothbay	850	Widening and blasting; trenching 750 feet, 5 feet wide, 3 feet deep; stone filling; putting in three stone causeways; crowning; surfacing.	400.00	.47
Boothbay Harbor	775	Raising grade; digging out the ditches; putting 450 loads of crushed rock on said road.	618.42	.79
Bremen	440	Ditching; rock filling; surfacing with earth and gravel; rebuilding and widening bridge; reducing grade of short steep hill one half.	200.00	.45
Bristol	907	Ditching; graveling.	608.80	.67
Jefferson	3,465	Blasting and grading; raising road bed; graveling; building one large culvert.	667.20	.19
Nobleboro	660	Building over rough ledge; sides walled with stone; filled to an average depth of 18 inches with mixture of clay, earth and gravel; surfacing with gravel to an average depth of 12 inches, with a 12 inch crown. Width of improved road, 21 feet.	290.02	.44
Southport	2,640	Blasting; draining; widening,	99.98	.08
Whitefield	1,800	Putting in 22 feet of 12 inch tile and 20 feet of 8 inch tile; stone filling 200 feet from 8 to 18 inches, 1000 feet from 6 to 8 inches; graveling to a width of 15 feet with 664 loads of gravel. Width of improved road 20 feet.	438.85	.24
Wiscasset	1,775	Underdraining 195 feet; laying 328 feet with stones, covering with dirt and gravel. Remainder was turnpiked, widened and graveled. Amount of material used: 550 loads of earth 100 loads of rock 293 loads of gravel 16 loads of crushed stone. Average width of improved road is 25 feet.	595.15	.34
Total,	15,112 feet.	Total cost,	\$4,218.42	\$0.28
"	2.86 miles.	Cost per mile at same rate,	1,474.97	

OXFORD COUNTY.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Andover	1,500	Excavating 480 yards stone filling, 1½ feet to 2 feet deep, 825 feet long; gravel filling 6 inches deep; surfacing 750 feet in length, building one split stone culvert. Width of improved road, 22 feet.	\$434.59	.29
Bethel	1,320	568 yards of stone filling; sur- facing 13 inches in depth, 23 feet in width; graveling 6 inches in depth, 18 feet in width; building two split stone culverts. Width of improved road, 23 feet.	581.44	.44
Brownfield	600	Gravel filling, 16 inches in depth, 21 feet in width; building cul- vert of tiling 60 feet long. Width of improved road, 30 feet.	402.27	.67
Buckfield	742	Stone filling 247 feet in length, 15 feet wide and 1 foot in depth; gravel filling 742 feet in length, 14 feet in width, 1½ feet in depth. Width of improved road, 21 feet.	400.00	.54
Canton	1,900	Excavating 1,600 yards; earth filling, 831 yards; gravel filling, 969 yards; putting in four water courses, two culverts, one of split stone and one of drain pipe. Width of improved road, 21 feet.	600.00	.32
Dixfield	535	Gravel filling to grade, 18 inches deep for entire distance. Width of improved road, 35 feet.	435.00	.81
Fryeburg	2,800	Excavating 600 cubic yards; stone filling 520 feet in length, 16 feet in width and 4½ feet in depth; earth filling 980 feet in length, 16 feet in width, 6 inches in depth; gravel filling 1,820 feet in length, 16 feet in width, 1 foot in depth; putting in two split stone culverts. Width of improved road, 24 feet.	605.00	.22
Greenwood	300	Blasting 250 yards of stone; earth filling 20 feet in width, 9 inches in depth; surfacing with gravel; putting in three stone culverts. Width of improved road, 20 feet.	314.80	1.05
Hanover	266	Gravel filling 4 to 12 inches in depth. Width of improved road, 21 feet.	100.00	.38
Lovell	1,237	Excavating sand to depth of 15 inches; stone filling 12 feet in width, 1 foot in depth; earth filling 6 inches in depth; gravel surfacing 18 inches in depth; putting in three stone culverts and one wooden water course. Width of improved road, 22 feet.	600.00	.49

OXFORD COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Mexico	330	Excavating ledge 10 yards; stone filling 50 yards; gravel filling 18 feet in width, 2 feet in depth. Width of improved road, 20 feet.	468.00	1.42
Newry	231	Stone filling, 24 feet wide, 2 feet deep; gravel surfacing 24 feet wide and 18 inches deep.	218.12	.94
Norway	481	Excavating 600 cubic yards; filling 417 cubic yards, 2½ feet in depth, 16 feet in width; gravel filling 616 cubic yards, 2 feet in depth, 21 feet in width; putting in one culvert of quarried stone 2½ feet x 3 feet, 24 feet in length; putting guard rails on each side. Width of improved road, 25 feet.	400.00	.83
Paris	1,996	Gravel filling, 767 yards, 8 to 10 inches in center, 6 inches on sides; putting in three stone culverts, 24 feet long. Width of improved road, 23½ feet.	750.00	.38
Peru	500	Earth filling 175 cubic yards; gravel filling, 100 cubic yards; building one split stone culvert. Width of improved road, 21 feet.	201.09	.40
Roxbury	577	Gravel filling, 9 inches in depth, 22 feet in width; putting in one split stone culvert. Width of improved road, 22 feet.	207.67	.36
Rumford	4,300	Excavating 1,000 yards; stone filling, 8 inches in depth, 26 feet in width; earth filling, 18 inches in depth, 26 feet in width; putting in seven split stone culverts. Width of improved road, 26 feet.	4,800.00	1.12
Stoneham	575	Stone filling, 4 feet x 2 feet; gravel filling, 33 feet x 1 foot; earth filling 33 feet x 1 foot; putting in six split stone culverts. Width of improved road, 35 feet.	302.00	.53
Stow	148	Stone filling of split stone 18 feet in width, 20 feet in length to reduce length of bridge from 60 to 40 feet; earth filling 150 yards. Width of improved road, 18 feet.	455.57	3.07
Sumner	2,062	Excavating two pieces of road, one 83 feet in length, 20 feet in width 3 feet in depth; one 247 feet in length, 10 feet in width, 4 feet in depth; stone filling 363 feet in length, 20 feet in width and 1½ feet in depth; earth filling 1,023 feet in length, 20 feet in width, 3 inches in depth; gravel filling 1,023 feet in length, 20 feet in width, 5 inches in depth; putting in two stone culverts. Width of improved road, 20 feet.	600.00	.29

OXFORD COUNTY—Continued.

Town.	Length in feet	Description.	Cost.	Cost per foot.
Upton	495	Excavating 165 feet in length; stone filling 23 feet in width, 2½ feet in depth; gravel filling 8 feet wide, 250 feet in length; earth filling 20 feet in width, 10 inches in depth; putting in two stone culverts.		
		Width of improved road, 23 feet.	400.00	.81
Waterford	1,650	Gravel filling 1,650 feet in length, 22 feet in width, 1 foot in depth.		
		Width of improved road, 22 feet.	405.70	.25
Woodstock	1,238	Stone filling 1,238 feet in length, 12 feet in width, 2 feet in depth; gravel filling 1,238 feet in length, 18 feet in width, 1½ feet in depth.		
		Width of improved road, 22 feet.	601.95	.49
Total,	25,783 feet.	Total cost,	\$14,283.20	\$0.55
"	4.88 miles.	Cost per mile at same rate,	\$2,926.89	

PENOBSBOT COUNTY.

Alton	276	Rebuilding and widening bridge abutment; stone filling 276 feet in length, 24 feet in width, 3 feet in depth.		
		Width of improved road, 24 feet.	327.78	1.19
Bradford	792	Excavating 9 feet in width, 3 feet in depth; stone filling 9 feet in width, 21 inches in depth; filling with earth to a width of 9 feet, 18 inches in depth; putting in three tile culverts; surfacing with gravel to a width of 20 feet, 6 inches in depth.		
		Width of improved road, 32 feet.	444.90	.56
Bradley	270	Blasting and excavating; stone filling 8 to 16 feet in width, 4 to 12 inches in depth; earth filling 4 inches in depth; gravel surfacing 4 inches in depth to the length and width of road improved; putting in one stone culvert.		
		Width of road improved, 21 feet.	224.87	.83
Brewer	1,024	Stone filling to a depth of 24 inches; earth filling to a depth of 8 inches; gravel surfacing to a depth of 5 inches.		
		Width of improved road, 30 feet.	600.73	.59
Carmel	1,221	Excavating 8 feet in width, ½ foot in depth; surfacing with earth to a depth of 1 foot; putting in one stone culvert, also one bridge 6 feet in width, stone abutments and plank top.		
		Width of improved road, 32 feet.	402.84	.33

PENOBSCOT COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Carroll	490	Rock filling for entire length to widen road; earth filling for same length to a depth of 2 feet; gravel filling to a depth of 1 foot. Width of improved road, 22 feet.	200.00	.41
Charleston	642	Excavating entire length of road to a width of 10 feet and a depth of 2½ feet; stone filling for same length to a width of 10 feet and a depth of 20 inches; covering with earth to a depth of 10 inches and with gravel to a depth of 4 inches. Width of improved road, 22 feet.	200.46	.31
Chester	594	Grading and surfacing entire length of road; putting in one stone culvert. Width of improved road, 28 feet.	277.64	.47
Clifton	412	Rock filling for sub-drainage; putting in one culvert. Width of improved road, 24 feet.	200.00	.49
Corinna	693	Rock filling for sub-drainage; putting in three culverts. Width of improved road, 24 feet.	400.76	.58
Corinth	753	Excavating 320 yards; stone filling same amount, 8 feet in width, 2 feet 4 inches in depth; filling with earth to a depth of 4 inches; filling with gravel to a depth of 1 foot; putting in one split stone culvert 29 feet in length. Width of improved road, 30 feet.	363.84	.48
Dexter	530	Stone filling for sub-drainage; putting in one stone culvert. Width of improved road, 40 feet.	1,115.83	1.92
Dixmont	1,270	Earth excavation 904 cubic yards; stone filling 2½ feet in depth, 8 feet in width for full length of road improved; covering with earth to a depth of 1 foot, width of 12 feet; surfacing with gravel to a depth of 1 foot, 12 feet in width; putting in four culverts, three of stone, one stone sides with cedar top. Width of improved road, 30 feet.	302.61	.24
Eddington	1,204	Rock filling for sub-drainage; putting in three culverts. Width of improved road, 33 feet.	610.56	.51
Exeter	1,500	Stone filling in valley 280 feet in length, 22 feet in width, 3 feet in depth; earth surfacing 346 feet in length, 22 feet in width, 10 inches in depth; putting in one stone culvert. Width of improved road, 28 feet.	399.99	.27

PENOBSCOT COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Garland	1,237	Excavating 23,760 cubic feet; stone filling to a length 990 feet, 12 feet in width and 2 feet in depth also a piece 165 feet in length, 22 feet in width and 1 foot in depth; earth filling 13,375 cubic feet; gravel surfacing 16,136 cubic feet; putting in three stone culverts. Width of improved road, 25 feet.	418.23	.34
Greenbush	1,650	Sandy road so sub-drainage was unnecessary; earth filling of 867 yards, gravel and clay mixed; surfacing to a length of 1,650 feet, 12 feet in width, 6 to 12 inches in depth; putting in one tile culvert laid in stone. Width of improved road, 26 feet.	300.00	.18
Greenfield	924	Cleaning and clearing right of way for 50 feet; grading to a length of 924 feet; surfacing to a width of 15 feet, 6 inches in depth; putting in one stone culvert. Width of improved road, 23 feet.	202.45	.22
Hampden	3,800	Excavating; stone filling to a length of 3,500 feet, 10 to 13 feet in width, 2½ feet in depth; earth filling 1 foot in depth; gravel surfacing to a width of 12 feet, 3 inches in depth; putting in five stone culverts. Width of improved road, 33 feet.	888.00	.23
Hermon	643	Putting in two stone culverts. Width of improved road, 24 feet.	488.41	.76
Holden	710	Stone filling; putting in stone culvert. Width of improved road, 24 feet.	200.00	.28
Howland	1,660	Grading; surfacing, putting in one culvert. Width of improved road, 26 feet.	406.60	.24
Kingman	58	Putting in one iron and stone culvert 66 feet in length, 3½ feet in width. Width of improved road, 55 feet.	300.76	5.17
Lagrange	825	Stone filling to length of road worked, 8 feet in width, 2 feet in depth at center, 1 foot in depth at shoulder; covering with earth to a depth of 6 inches; surfacing with gravel to a width of 8 feet, 1 foot in depth; putting in four split stone culverts, 28 feet in length by 2 feet inside. Width of improved road, 28 feet.	481.11	.53
Lee	1,320	Grading; putting in two stone culverts. Width of improved road, 23 feet.	606.99	.46

PENOBSCOT COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Levant	1,700	Stone filling to a length of 1,600 feet, 11 feet in width, 18 inches in depth; covering with earth to a depth of 9 inches; surfacing with gravel to a depth of 3 inches; putting in one stone culvert.		
		Width of improved road, 36 feet.	596.60	.35
Lincoln	1,500	Grading; surfacing; putting on guard rails, 100 feet in length.		
		Width of improved road, 27 feet.	900.00	.60
Lowell	858	Excavating 800 feet in length, 12 feet in width, 3 feet in depth; stone filling same as above; covering with earth to a width of 12 feet, 1 foot in depth; gravel surfacing, 5 inches in depth; putting in one stone culvert covered with split stone.		
		Width of improved road, 27 feet.	305.14	.35
Mattawamkeag	2,640	Putting in four stone culverts.		
		Width of improved road, 25 feet.	600.00	.23
Maxfield	4,500	Surfacing with gravelly earth; putting in one split stone and cement culvert.		
		Width of improved road, 25 feet.	202.13	.04
Mt. Chase	250	Cleaning and clearing right of way, \$25.00		
		Stone filling to a length of 165 feet, 14 feet in width, 3 feet in depth; surfacing with earth and gravel for the whole length of improved road to a depth of 1 foot; putting in one stone culvert covered with cedar stringers and hemlock plank.		
		Width of improved road, 22 feet.	217.00	.87
Newburg	1,500	Stone filling to length of road improved, 8 feet in width, 18 inches in depth; surfacing with earth to a depth of 1 foot; putting in four stone culverts.		
		Width of improved road, 21 feet.	399.20	.27
Newport	973	Excavating to a length of 960 feet, 10 feet 6 inches in width, 3 feet in depth; stone filling same as excavating; surfacing with earth to the depth of 18 inches; putting in one split stone culvert.		
		Width of improved road, 31 feet.	606.90	.62
Oldtown	520	Grading with crushed stone to a width of 24 feet, 4 to 20 inches in depth; putting in two culverts, one 20 inch tile and one 12 inch tile.		
		Width of improved road, 24 feet.	1,030.84	1.98

PENOBSCOT COUNTY—Continued.

Town.	Length in feet	Description.	Cost.	Cost per foot.
Orono	1,600	Stone filling; putting in one stone culvert. Width of improved road, 20 feet.	400.00	.25
Orrington	1,023	Earth filling; surfacing. Width of improved road, 26 feet.	601.53	.58
Passadumkeag	130	Stone filling to a width of 8 feet, 8 feet in depth; surfacing with earth to a depth of 2 feet; putting in one culvert of stone and cement; putting on guard rails. Width of improved road, 21 feet.	318.50	2.45
Patten	170	Stone filling; earth filling to a width of 52 feet, 10 inches in depth; gravel filling to a width of 52 feet, 8 inches in depth; putting in one large culvert, stone walls with cedar stringers and cedar covering. Width of improved road, 52 feet.	618.00	3.63
Plymouth	1,352	Excavating for entire length of improved road, 12 feet in width, 15 inches in depth, stone filling for same; surfacing with earth to a depth of 1 foot. Width of improved road, 22 feet.	380.78	.28
Prentiss	825	Cleaning and clearing right of way; stone filling to a length of 330 feet, 10 feet in width, 2 feet in depth; surfacing with earth to a depth of 1 foot to the length and width of stone filling; putting in two stone culverts. Width of improved road, 26 feet.	388.84	.47
Springfield	2,600	Stone filling to a length of 650 feet, 12 feet in width, 2 feet in depth; covering with earth to a depth of 1 foot; surfacing with gravel to a depth of 4 inches; putting in four split stone culverts. Width of improved road, 22 feet.	558.30	.21
Stetson	1,568	Excavating to a length of 495 feet, 8 feet in width, 2 feet in depth; stone filling the same as excavating; covering with earth to a depth of 6 inches; surfacing with gravel to a depth of 6 inches; putting in one stone culvert. Width of improved road, 24 feet.	328.48	.21
Winn	1,725	Stone filling to a length of 225 feet, 4 feet in width, 1½ feet in depth; surfacing with gravel to a length of 225 feet, 20 feet in width, 1½ feet in depth; putting in one stone culvert; putting in one bridge with a 24 foot span. Erecting guard rails. Width of improved road, 24 feet.	243.24	.14

PENOBSCOT COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Drew Pl.	825	Putting in two concrete culverts. Width of improved road, 24 feet.	480.00	.58
Stacyville Pl.	1,230	Surfacing with crushed stone to the entire length of road im- proved, 13 feet in width, 12 inches in depth; putting in one culvert with log sides covered with cedar ties. Width of improved road, 21 feet.	443.73	.36
Total,	51,987 feet. 9.85 miles.	Total cost, Cost per mile at same rate,	\$19,884.57 2,018.74	\$0.38

PISCATAQUIS COUNTY.

Abbott	4,600	Blasting and removing rocks; put- ting in 6 stone culverts, 24 to 30 feet in length, 2 feet x 2 feet, with good outlets to carry water away from the road; turnpiking. Width of improved road, 24 feet.	\$400.00	.09
Atkinson	825	Cutting down hill; center of road opened and filled with small stones entire length, with side drains to ditch; putting in two stone culverts 24 feet in length, 2 feet x 2½ feet. Width of improved road, 24 feet.	202.50	.25
Blanchard	314	Surfacing with gravel to a depth of 8 inches in center; \$118.38 Putting in two iron cul- verts, one 10 inch cul- vert 36 feet in length, one 10 inch culvert 24 feet in length, with 12 feet of stone additional, 81.37 Width of improved road, 24 feet.	199.75	.64
Brownville	1,900	Stone filling to a length of 400 feet, 15 inches in width, 10 to 18 inches in depth; turnpiking 700 feet, graveling 800 feet that had been previously widened to re- quired width; putting in one stone culvert 24 feet in length and one tile culvert 24 feet in length and 1 foot in diameter. Width of improved road, 24 feet.	425.00	.22
Dover	1,300	Opening road in center; laying stone drain whole length, 3 feet in depth; filling with small stone to the width of 8 feet. Width of improved road, 24 feet.	588.51	.45

PISCATAQUIS COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Foxcroft	1,850	Removing rocks from road bed: opening 924 feet of middle of road and filling with small rocks to the width of 14 feet; putting blind stone underdrain in 693 feet of same; putting in four split granite culverts 26 feet in length. Width of improved road, 26 feet.	612.72	.37
Greenville	2,640	Removing rocks and making ditches; graveling whole length of road to a width of 20 feet, and 6 to 5 inches in depth. Width of improved road, 24 feet.	600.00	.23
Guilford	1,818	Blasting and removing ledge and rocks; excavating 660 feet; rock filling, covering with gravel; 495 feet rock filling laid on one side, then filling made of rocks and gravel; surfacing with gravel; putting in two stone culverts, one 27 feet in length by 2 feet by 2 feet one 32 feet in length by 2 feet by 2 feet. Width of improved road, 24 feet.	679.46	37
Medford	2,787	Widening and draining whole length; surfacing 264 feet with gravel, 18 feet in width, 6 inches in depth; putting in bridge with 24 ft. stone abutments, 7 feet in height, 25 ft. span covered with plank; putting in three culverts, "grout" covered with stone to a length of 24 feet; putting guard rails to a length of 150 feet. Width of improved road, 24 feet.	322.87	.12
Milo (Bridge work.)		Putting in bridge; stone abutments laid in cement for steel bridge; abutments 15 feet in height, 41 feet in width, 4 feet in width on base and 2½ feet wide on top; approaches well graveled.	561.75 (a)	
Monson	5,280	Blasting and removing ledge and rocks; filling of rocks and earth between hills about 75 feet in length; another filling of same material about 40 feet in length; grading down tops of hills; turn- piking for whole distance; put- ting in five stone culverts each 24 feet in length, two of these culverts being 4 feet by 4 feet, one 3 feet by 3 feet, two 2 feet by 2 feet. Width of improved road, 24 feet.	593.44	.11

PISCATAQUIS COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Orneville	3,927	Blasting and removing rocks and cutting bushes, \$134.25 Opening 247 feet and filling with rocks also 660 feet filled with rocks and earth through a swampy in place road, 202.00 Turnpiking, 47.25 Putting in three stone culverts 23 feet in length 40.00 Width of improved road, 23 feet.	423.50	.11
Parkman	3,168	Earth filling about 165 feet in length, 3 feet in height; turnpiking; putting in three stone culverts, one 24 feet in length by 5 feet by 4 feet; one 24 feet in length, by 3 by 4½ feet; one smaller one 24 feet in length. Width of improved road, 23 feet.	405.80	.13
Shirley	1,320	Cutting bushes in right of way; filling of rock and gravel to a length of 300 feet; turnpiking; putting in two stone culverts, 22 feet in length, 2½ feet by 3 feet. Width of improved road, 22 feet.	300.00	.23
Wellington	2,640	Blasting ledge and removing rocks \$141.57 Grading down hills and making 3 fills, 175.00 Putting in one split granite culvert 24 feet in length, 3½ by 5 feet and putting in two stone culverts 22 feet in length 75.00 Turnpiking with road machine, 22.00 Width of improved road 22 feet.	413.57	.16
Willimantic	150	Putting in one stone culvert over a small brook 21 feet in length, 5 by 6 feet, then a fill of stone and earth made to about the height of 10 feet; putting on guard rails about 150 feet in length. Width of improved road, 21 feet.	200.00	1.33
Total,	34,319 feet.	Total cost,	\$6,928.87	\$0.19
"	6.49 miles.	Cost per mile at same rate,	981.07	

. a \$551.75 for bridge work in Milo not included in averages per mile and foot.

433634

SAGADAHOC COUNTY.

Town.	Length in feet	Description.	Cost.	Cost per foot.
Arrowsic	650	Putting in a layer of plank 4 to 6 inches thick, covering with dirt or loam; surfacing with gravel, \$416.65 Putting on guard rails, 78.96	\$495.61	.76
Bath	1,090	Surfacing with crushed stone, average depth of 8 inches. Width of improved road, 16 feet.	1,050.00	.96
Bowdoin	1,135	Blasting; cleaning and clearing right of way, \$74.14 Grading, 79.01 Surfacing with gravel, 420.79 Building two culverts, 26.70	600.64	.53
Bowdoinham	825	Surfacing with gravel,	110.50	.13
Georgetown	1,650	Blasting rocks and ledges to widen road,	344.74	.21
Phippsburg	1,386	Widening; making gutters; rock filling; surfacing with clay and gravel,	614.90	.44
Richmond	818	Excavating, taking from center of road about 260 cubic yards of earth and sawdust, done mostly by road machine, \$33.00 Rock filling, using 590 tons of stone; 818 feet in length, 13 to 20 feet in width, 10 to 20 inches in depth, 321.63 Surfacing by putting on 538 double loads of gravel and some clay to the length of 818 feet, width of 22 feet, depth of 7 to 12 inches, 242.30 Putting in three tile pipe culverts each 27 feet in length, 12 inches in diameter, 36.40 Width of earth shoulders 5 feet. Width of improved road, 26 feet.	633.33	.77
Topsham	1,644	Stone filling, 1,200 feet in length, 16 feet in width, 8 inches in depth; surfacing with stone and crushed rock, 1,644 feet in length, 22 feet in width, 1 foot in depth. Width of earth shoulders, 6 feet. Width of improved road, 22 feet.	687.06	.42
Woolwich	1,110	Blasting ledges; surfacing with gravel 1,110 feet in length, 22 feet in width, 10 inches in depth. Width of improved road, 22 feet.	577.93	.52
Total,	10,308 feet.	Total cost,	\$5,114.71	\$0.50
"	1.95 miles.	Cost per mile at same rate,	2,622.93	

SOMERSET COUNTY.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Athens	1,650	Excavating and stone filling, 412 feet long, 2 feet deep, 14 feet wide; gravel filling 1,412 feet; building four stone culverts. Width worked, 24 feet.	\$400.00	.24
Bingham	1,650	Gravel filling, 14 inches deep, 20 feet wide. Width worked, 30 feet.	384.81	.23
Brighton Pl.	214	Gravel filling, 8 to 18 inches, 25 feet wide; constructing one stone culvert 60 feet long. Width worked, 30 feet.	200.00	.93
Cambridge	264	Stone filling, 1½ feet deep, 23 inches wide; earth filling 1 foot; constructing one split stone culvert. Width worked, 23 feet.	208.37	.79
Canaan	(Culvert work)	Building four stone culverts, 2 feet high, 3 feet wide, 30 feet long.	215.43 (a)	
Cornville	578	Excavating and stone filling, 3 feet by 7 feet; earth filling 14 inches by 7 feet; constructing one stone culvert. Width worked, 25 feet.	211.00	.37
Detroit	627	Excavating and stone filling, 2 to 3 feet deep, 9 to 12 feet wide. Width of road worked, 24 feet.	278.29	.44
Fairfield	1,716	Gravel filling, 12 feet wide, 15 inches deep. Width of road worked, 24 feet.	600.00	.35
Harmony	450	Excavating, 300 feet; stone filling, 1½ feet deep, 24 feet wide; earth filling, ½ foot in depth, 22 feet in width; gravel filling ½ foot in depth, 22 feet in width; constructing three split stone culverts. Width of road worked, 24 feet.	407.86	.90
Hartland	1,039	Stone filling, 3½ feet, 10 feet wide; earth filling 2 feet, 10 feet wide; excavating 3½ x 10 feet x 516 feet. Width of road work, excavated piece, 28 feet, stone side piece 20 feet; built two stone culverts, one of stone and one of stone and wood.	508.57	.49
Madison	990	Excavating 12 feet wide, 18 inches deep; stone filling, 15 inches deep, 12 feet wide. Earth filling, 5 inches, same length. Constructing eight side drains of stone. Width of road worked 30 feet.	376.40	.38
Mercer	742	Stone filling 1½ feet, 20 feet wide; gravel filling, 12 inches.	600.00	.81

SOMERSET COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
New Portland	495	Stone filling, 24 feet wide, 100 feet long, 2 feet deep; earth filling, 24 feet wide, 300 feet long; gravel filling 30 feet wide, 50 feet long, 3 feet deep; constructing two stone and tile culverts. Width of road worked, 24 feet.	534.78	1.08
Norridgewock	170	Granite wall, 13 feet high, 4 feet thick, 327 yards.	1,050.00	6.17
Palmyra	960	Stone filling, 2½ feet deep, 12 feet wide; earth filling, one foot; building one split stone culvert. Width of road worked, 26 feet.	337.62	.35
Pittsfield	3,375	Excavating 825 feet; stone filling, 825 feet; earth filling, 2,550 feet; repairing three stone culverts. Width of road worked, 30 feet.	408.00	.12
Ripley	346	Stone filling, 24 feet wide, 4 feet deep; earth filling, cut down hill 182 feet; gravel filling 8 inches deep; building one split stone culvert. Width of road worked, 24 feet.	288.00	.83
Smithfield	520	Excavating 8 feet in width and 2½ feet in depth-10400 cubic feet; stone filling 2½ feet deep, 8 feet wide; earth filling 8 inches deep, 22 feet wide; gravel filling 2 inches deep, 12 feet wide; building one stone culvert. Width of road worked, 22 feet.	237.66	.46
Skowhegan	660	Excavating 400 yards; stone filling, 35 feet wide, 350 feet long; earth filling, 400 yards; constructing one granite culvert. Width of road worked, 35 feet.	605.02	.92
Solon	1,716	Stone filling, 1½ feet deep, 21 feet wide; gravel filling, one foot deep. Width of road worked, 23 feet.	188.50	.11
St. Albans	957	Excavating 34,495 cubic feet; stone filling, 3 feet deep, 10 feet wide; earth filling 1½ feet deep, 14 feet wide; building one split stone culvert. Width of road worked, 30 feet.	633.08	.66
Total,	19,119 feet.	Total cost,	\$8,673.39	\$0.44
"	3.62 miles.	Cost per mile at same rate,	2,336.98	

a \$215.43 for culvert work in Canaan not included in averages per mile and foot.

WALDO COUNTY.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Belfast	1,070	Putting in stone "V" drain, 10 feet wide on top, 3 feet deep at center, 15 inches on side; surfacing with gravel over all in center of road.		
		Width of improved road, 30 feet.	\$607.83	.57
Brooks	2,500	Grading down hill and filling at bottom; putting in three stone culverts; building about 300 feet of guard rails.		
		Width of improved road, 21 feet.	600.00	.24
Frankfort	2,013	Grading down hill; filling with broken stone and gravel the whole length of road improved, also raising road bed for 83 feet in length, 18 to 20 inches; gravel surfacing 15 inches deep; repairing and replacing culverts.	661.24	.33
Freedom	3,399	Grading with gravel full length of improved road and turnpiking, 27 feet wide; underdraining 693 feet of this; 528 feet opened 10 feet in width and 2 feet in depth; stone filling and surfacing; opening 132 feet, 5 feet in width, 2 feet in depth, filling with stone and turnpiking; putting in two stone culverts.		
		Width of improved road, 27 feet	366.19	.11
Islesboro	1,000	Excavating ditch to full length of road improved, 5 feet in width, 3 to 4 feet in depth; rock drain was laid, small rocks filled in on top and soil filled in to top of road; side ditches cleared then road was covered with good clean beach gravel to a width of 16 feet and a depth of 6 inches.		
		Width of improved road, 25 feet.	596.66	.60
Jackson	3,400	Cleaning and clearing right of way; widening; making two stone fills, surfacing same with dirt and gravel, one fill 250 feet in length and the other 65 feet in length; putting in two stone culverts and lengthening four others.		
		Width of improved road, 21 feet.	227.00	.07
Knox	1,000	Excavating; straightening; widening; putting in two stone causeways; surfacing with gravel the whole length.	202.92	.20
Liberty	1,666	Opening and filling road to a distance of 1,188 feet; raising 396 feet in length; surfacing with gravel to a distance of 83 feet.		
		Width of improved road, 21 feet.	573.79	.34

WALDO COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Lincolnvile	(Bridge work)	Stone filling; surfacing with earth and gravel; outer walls of the abutments to this bridge built of split stone, and filling of common field rock; cost of stone work about \$1.25 per cubic yard.		
		Width of improved road, 22 feet.	602.77 (a)	
Monroe	1,980	Stone filling; surfacing with gravel; bed of road 16 feet in width; ditches 21 to 23 feet apart; putting in one culvert built of stone and logs.		
		Width of improved road, 21 feet.	635.10	.32
Morrill	1,765	Cutting down grade of two hills, which necessitated the moving of 650 loads of dirt and rock; putting in one new culvert.		
		Width of improved road, 21 feet.	295.00	.17
Northport	1,584	Cleaning and clearing right of way; turnpiking; putting in three stone culverts, 12 feet x 18 feet.		
		Width of improved road, 21 feet.	210.86	.13
Palermo	1,567	Cleaning and clearing right of way; excavating 1,485 feet; putting in stone drain 3 x 4 feet; putting in two new culverts.		
		Width of improved road, 21 feet.	416.73	.27
Prospect	860	Putting in blind drain for entire length of improved road to a width of 3 feet, 3½ feet in depth; grading same 21 feet in width; surfacing with gravel to the length of 12 feet at center of road, 8 inches deep at crown, grading to 6 inches on sides.		
		Width of improved road, 21 feet.	426.00	.50
Searsmont	2,060	Excavating for the length of 1,300 feet and filling with stone; putting in 3 stone causeways; draining and grading for total length of improved road.		
		Width of improved road, 21 feet.	529.50	.26
Searsport	500	Putting in double rock drain in center 3½ feet by 4 feet; surfacing with shore gravel to the full length of improved road, 12 feet in width, 4 feet deep in center.		
		Width of improved road, 25 feet.	205.80	.41
Thorndike	1,732	Excavating to a distance of 743 feet, 6 feet in width, 2 feet in depth; rock filling; surfacing with gravel; improving 990 feet of road in addition to ditch; putting in one large stone culvert.	207.75	.12

WALDO COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Troy	450	Stone filling on top of old road to full length of road improved; surfacing with dirt.	176.50	.39
Unity	3,696	Turnpiking and grading; putting in stone drain to a length of 1,650 feet, in center; putting in four stone culverts. Width of improved road, 22 feet.	410.01	.11
Waldo	1,075	Ditching center of road; putting in blind stone drain; stone filling; surfacing with earth and gravel. Width of improved road, 21 feet.	300.00	.28
Winterport	5,280	Rebuilding Lewis Brook bridge and turnpiking and graveling to full length of improved road, using 600 loads of gravel.	600.00	.11
Total,	38,597 feet.	Total cost,	\$8,851.65	\$0.21
"	7.31 miles.	Cost per mile at same rate,	1,128.44	

.a \$602.77 for bridge work in Lincolnville not included in averages per mile and foot.

WASHINGTON COUNTY.

Addison	3,000	Straightening road; filling low place to grade, 200 feet in length; gravel surfacing 12 feet in width, 4 inches in depth; putting in culverts as follows: One granite, 12 x 18 inches, One iron, 12 x 8 inches, Two iron, 12 x 6 inches, One iron, 12 x 4 inches, Width of improved road, 21 feet.	\$464.74	.15
Alexander	400	Reducing grade; removing boulder; surfacing with gravel; making good side drains. Width of improved road, 21 feet.	242.80	.61
Baileyville	1,760	Grading, surfacing with gravel for whole length of improved road. Width of improved road, 21 feet.	600.00	.34
Baring	400		217.04 (b)	.54
Brookton	(Culvert work)	Removing old bridge, \$25.00 putting in one stone culvert containing 100 yards of granite, 500.00 Grading, 110.50 Putting on guard rails to a length of 50 feet, 66.50 Width of improved road, 32 feet.	702.50 (a)	
Calais	800	Surfacing with crushed stone to full length of improved road. Width of improved road, 30 feet.	655.99	.82

WASHINGTON COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Charlotte	245	Grading; surfacing with gravel to entire length of improved road, 12 feet in width and 8 inches in depth at the center, \$142.70 Putting in two iron culverts, 12 x 15 inches, 65.73 Width of improved road, 21 feet.	208.43	.85
Cherryfield	600	Grading above spring floods by raising road 2 feet; surfacing with gravel, \$148.04 Putting in granite culvert, 3½ feet x 1½ feet, made of blocks 18 x 24 inches, 6 feet in length, paved with same, 147.29 Width of improved road, 21 feet.	295.33	.49
Columbia	3,550	Grading for full length of improved road with 676 loads of gravel; putting in two iron culverts, 4 inch. Width of improved road, 21 feet.	200.00	.06
Danforth	400	Excavating to full length of improved road, 3 feet in length; filling with field rock; surfacing with dirt and rotten ledge; putting in one stone culvert 2 x 3 feet. Width of improved road, 21 feet.	579.66	1.45
East Machias	2,700	Surfacing with gravel for full length of improved road, to a width of 12 feet, 4 inches in depth; putting in one stone culvert 2 feet x 3 feet. Width of improved road, 21 feet.	269.26	.10
Eastport	550	Rebuilding road; putting in stone retaining wall.	750.00	1.36
Harrington	(Bridge work)	Building stone bridge with large granite blocks including top, 29 feet in length, 10 feet in width, 7 feet in height; surfacing with 2 feet of clay and gravel raising the grade to a height of 4 feet; putting on tubular iron guard rails.	557.44 (a)	
Lubec	1,273	Surfacing with gravel to full length of improved road, 12 feet in width, 4 inches in depth; putting in one 8 inch iron pipe culvert to a length of 24 feet. Width of earth shoulders, 4½ feet. Width of improved road, 21 feet.	600.00	.47

WASHINGTON COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
Machias	1,200	Surfacing with gravel to full length of improved road, 12 feet in width, 4 inches in depth; putting in two granite culverts 2 x 3 feet and one concrete culvert. Width of improved road, 21 feet.	300.00	.25
Meddybemps	1,485		100.00 (b)	.07
Milbridge	1,235	Excavating to length of 425 feet, 14 feet in width, 14 to 18 inches in depth; filling with field rock; surfacing with gravel to a length of 810 feet; macadamizing to a length of 425 feet; putting in one granite culvert 3 x 4 feet. Width of improved road, 21 feet.	408.84	.33
Pembroke	1,666	Putting in two stone drains 3½ feet and 3 feet in depth; putting in stone culvert laid in cement 21 feet in length, 2 x 2 feet. Width of improved road, 21 feet.	200.00	.12
Perry	1,700	Excavating ledge in order to straighten road; straightening road; surfacing with rock and gravel to entire length of improved road; putting in one stone culvert to a length of 21 feet, 2 feet x 20 inches. Width of improved road, 21 feet.	400.00	.24
Princeton	660	Putting in one stone culvert 4 feet x 6 feet; macadamizing for full length of improved road. Width of improved road, 21 feet.	400.00	.61
Robbinston	500	Surfacing with gravel to full length of improved road, 12 feet in width and 4 inches in depth; rebuilding three culverts with split stone. Width of improved road, 21 feet.	200.00	.40
Whiting	864	Surfacing with gravel to entire length of improved road, 12 feet in width, 4 to 6 inches in depth; putting in one concrete culvert about 12 inches square. Width of improved road, 21 feet.	287.47	.33
Total,	24,988 feet.	Total cost,	\$8,639.50	\$0.29
"	4.73 miles.	Cost per mile at same rate,	1,560.18	

a \$702.50 for culvert work in Brookton, and \$557.44 for bridge work in Harrington not included in averages per mile and foot.

b Baring and Meddybemps were not reported by county commissioners but got aid by special resolve of Legislature. Hence no description is filed with county commissioners' returns and none given here.

YORK COUNTY.

Town.	Length in feet.	Description	Cost.	Cost per foot.
Berwick	600	Stone filling to a depth of 8 inches; surfacing with gravel and clay, three parts gravel and one of clay, to the depth of 8 inches and 15 feet wide. Width of improved road, 26 feet.	\$440.90	.73
Buxton	560	Rock filling to an average of 15 feet, average depth of rock bed, 10 inches; gravel filling to a depth of 10 inches. Width of improved road, 30 feet.	700.00	1.25
Dayton	2,376	Gravel surfacing to a width of 10 feet, and a depth of 10 inches. Width of improved road, 33½ feet.	607.47	.26
Eliot	500	Excavating to the width of 12 feet and a depth of 1½ feet; stone filling; gravel filling to a depth of 18 inches and width of 24 feet. Width of improved road, 33 feet.	375.00	.75
Kittery	1,400	Excavating to the depth of 1 foot, 14 feet in width; stone filling; gravel filling to the depth of 6 inches; rolled; 1 foot of gravel added and again rolled to a width of 22 feet. Width of improved road, 31 feet.	900.00	.64
Newfield	500	Rock filling to a depth of from 6 inches to 2½ feet; surfacing with gravel.	415.29	.83
No. Berwick	290	The character of this work is a foundation of large stones duly laid and covered with different grades in fineness of Salem crushed rock. Width of improved road, 21 to 25 feet.	605.00	2.08
Saco	570	Ditching and draining; building rock foundation of broken stone, width 15 feet; surfacing with broken stone and gravel; grade about 2 feet in entire distance.	684.44	1.20
Sanford	1,300	Surfacing with gravel to a depth of 8 inches; crown of road 1 inch to 1 foot rolled with a roller weighing 14 tons; width of roadbed 18 feet; width between ditches, 22 feet.	1,305.00	1.00
Wells	600	Excavating in center to a depth of 18 inches for a width of from 10 to 12 feet; rock filling and surfacing with gravel to the depth of 12 to 15 inches, with a slope from center to sides of not less than 12 inches.	610.00	1.02

YORK COUNTY—Continued.

Town.	Length in feet.	Description.	Cost.	Cost per foot.
York	1,320	Putting in stone foundation to a width of 10 feet; surfacing with 2 layers of gravel each 6 inches deep and each layer wet and rolled with a 4 ton roller. There is a crown of 16 inches from center of roadbed; width between ditches, 30 feet.	900.00	.68
Total,	10,016 feet.	Total cost,	\$7,543.10	\$0.75
"	1.90 miles.	Cost per mile at same rate,	3,970.00	

RECAPITULATION BY COUNTIES.

Counties.	No. of towns building.	Length in feet.	Length in miles.	Cost.	Average cost per foot.	Cost per mile at same rate.
Androscoggin	8	7,739	1.47	\$3,775.21	\$0.49	\$2,568.16
Aroostook	45	68,130	12.90	17,668.50	0.26	1,369.65
Cumberland	21	28,183	5.34	12,027.56	0.43	2,252.35
Franklin	15	20,910	3.96	5,982.53	* 0.27	1,409.40
Hancock	26	31,853	6.03	13,251.54	* 0.30	2,049.19
Kennebec	20	26,397	5.00	10,926.79	0.41	2,185.35
Knox	14	22,061	4.18	8,078.14	0.41	1,932.57
Lincoln	10	15,112	2.86	4,218.42	0.28	1,474.94
Oxford	23	25,783	4.88	14,283.20	0.55	2,926.89
Penobscot	45	51,987	9.85	19,884.57	0.38	2,018.74
Piscataquis	16	34,319	6.49	6,928.87	* 0.19	981.07
Sagadahoc	9	10,308	1.95	5,114.71	0.50	2,622.93
Somerset	21	19,119	3.62	8,673.30	* 0.44	2,336.98
Waldo	21	38,597	7.31	8,851.65	* 0.21	1,128.44
Washington	22	24,988	4.73	8,639.50	* 0.29	1,560.18
York	11	10,016	1.90	7,543.10	0.75	3,970.00
	327	435,502	82.48	\$155,847.68	\$0.358	\$1,889.52

*. Amounts used simply for bridge and culvert work where lengths are not given, are not used in working out the averages, but are added into total cost.

TESTS OF ROAD MATERIAL.

At the request of this office the State Survey Commission of Maine employed Henry Leighton of the faculty of Cornell University, as geologist, to collect samples of rock suitable for road metal.

Twenty-five samples were collected from different localities in this State and one from a neighboring county in New Hampshire.

These samples were sent to the Office of Public Roads, Division of Tests, Department of Agriculture at Washington, where tests were made under the direction of Hon. L. W. Page, Director.

Duplicate samples are also on file in this office.

Correspondence has also been started with Mr. Leighton to define more closely the exact locality in which these rocks were found in order that any one interested might write this office and from information on file here locate the ledge exactly.

Herewith is printed a table showing the results of the tests and an explanation of the same.

In Bulletin No. 79, U. S. Department of Agriculture on the "Testing of Road Materials," by Logan Waller Page and Allerton S. Cushman, and Bulletin No. 85, on the "Cementing Power of Road Materials," by the same authors, may be found full descriptions of the various tests made on road materials in a modern laboratory. Following are brief abstracts from the above bulletins, sufficient in detail to explain the table, which gives the results of the tests of the samples sent from Maine.

There are three chief properties essential to good roads materials; they are hardness, toughness, and cementing or binding power.

Hardness will be defined as the resistance which a material offers to the displacement of its particles by friction. The measure of hardness will be inversely as the loss of weight arising from the scouring by an abrasive agent. Only one test has yet been devised for determining the hardness of road materials. This is the Dorry test, which consists in grinding specimens with sand of standard size and quality.

In the consideration of road material, toughness is understood to mean the power possessed by a material to resist fracture under impact. As the surface of a road is continually subjected to the pounding of traffic, it can be seen that toughness is an important property from the standpoint of the road builder. The test is made on rock cylinders with an impact machine. The number of blows required to destroy the test piece is used to represent the toughness.

The abrasion test from which is obtained the per cent. of wear and the French coefficient of wear is made in the following manner: The sample to be tested is first broken in pieces that will pass, in all directions, through a 2.4 inch ring, but not through a 1.2 inch ring. The stones are then cleansed, dried in a hot-air bath and cooled. Five kilograms are weighed and placed in one of the cylinders of the testing machine, the cover bolted on, and the cylinder rotated at the rate of 2,000 revolutions per hour for five hours. The contents of the cylinder are then placed on a sieve of 1-16 inch mesh. After the fragments of rock remaining have been cleansed, dried, and cooled, they are weighed and their weight subtracted from the original five kilograms. The difference obtained is the weight of detritus under 1-16 inch worn off in the test. The per cent. of wear can now be easily ascertained. It has been found that only the best varieties of rock give less than 100 grams of detritus, or 20 grams per kilogram, or 2 per cent. of their weight. The number 20 was therefore adopted by the French engineers as a standard of excellence. The French coefficient of wear may be obtained by the following formula: French coefficient of wear = $20 \times \frac{20}{W} = \frac{400}{W}$, in which the "W" is the weight in grams of the detritus under 1-16 inch in size obtained per kilogram used.

The binding or cementing power of rock dust is determined by an impact test carried on as described below. After the rock has been broken into sufficiently small fragments, it is placed in a ball mill and ground for two and a half hours. This ball mill contains two chilled-steel balls, which weigh 25 pounds each, and is revolved at the rate of 2,000 revolutions per hour. The dust thus obtained which will pass through a very fine sieve is mixed with water and made into briquettes. After cooling they are tested in an impact machine. The standard fall of the hammer is 0.39 inch, and this blow is repeated until the bond of cementation of the material is destroyed. The number of blows required to destroy the bond is noted, and the average obtained upon five briquettes is given as the cementing value.

The above abstracts of Bulletins 79 and 85 are taken from Rhode Island Report, 1907.

Table Showing Results of Laboratory Tests on Maine Rocks.

Town.	Locality.	County.	Name of Rock.	Specific gravity.	Weight per cubic foot.	Water absorbed per cubic foot, in lbs.	Per cent of wear.	Coefficient of wear.	Hardness	Toughness.	Cementing value.	Remarks.
Bangor.	Highhead.	Pen.	Slate.	2.70	168	0.07	*	*	*	*	Fair (17).	*Sample only large enough for test for cementing value.
Brooksville.	South Brooksville.	Han.	Altered Rhyolite.	2.80	175	0.77	3.3	12.2	18.1	9	Excellent.	A hard rock with low toughness, medium resistance to wear and excellent cementing value.
Brooksville.	South Brooksville. Ames Point	Han.	Altered Andesite.	2.95	184	0.22	2.1	19.4	16.5	15	Good.	A rock of medium hardness and toughness, with high resistance to wear and good cementing value.
Camden.		Knox	Feldspathic Quartzite.	2.70	168	0.16	2.7	14.7	18.8	9	Fair.	A hard rock with low toughness, rather high resistance to wear and fair cementing value.

Eastport.	Was.	Altered Diabase. (Trap)	2.85	178	0.67	2.0	20.0	18.2	20	Good	A hard and tough rock with high resistance to wear and good cementing value. Should make a satisfactory road material.
Hallowell.	Ken.	Granite.	2.55	159	1.72	3.1	12.7	18.7	9	Good.	A hard rock with low toughness, medium resistance to wear and good cementing value.
Harpwell.	Cum.	Diabase. (Trap)	3.00	187	0.37	2.1	18.0	18.4	30	Very Good.	A hard and tough rock with high resistance to wear and very good cementing value. Best suited for heavy traffic roads.
Jay.	Fra.	Granite.	2.65	165	0.39	2.3	17.4	*	*	Fair.	A rock with high resistance to wear and fair cementing value. *No piece large enough for hardness and toughness tests.
Kittery.	York.	Quartzite Schist	2.75	172	0.49	2.3	17.5	16.5	18	Good (47)	A rock of medium hardness and toughness with high resistance to wear and good cementing value.
Kittery.	York	Gabbro	2.85	178	1.03	3.2	12.4	17.8	11	Excellent (325)	A fairly hard but not very tough rock, with rather high resistance to wear and excellent cementing value. Should give good results under ordinary conditions of traffic.

Table Showing Results of Laboratory Tests—Continued.

Town.	Locality.	County.	Name of Rock.	Specific gravity.	Weight per cubic foot, in lbs.	Water absorbed per cubic foot, in lbs.	Per cent of wear.	Coefficient of wear.	Hardness.	Toughness.	Cementing value.	Remarks.
Machias.	Two miles east of.	Was.	Altered Diabase. (Trap)	2.90	181	0.22	2.8	14.5	16.9	11	Good (58).	A rock of medium hardness and rather low toughness with fairly high resistance to wear and good cementing value. Should make a satisfactory road material.
North Haven.		Knox.	Fragmental Rhyolite.	2.70	168	0.50	3.2	12.6	18.0	7	Excellent.	A hard rock with low toughness, medium resistance to wear and excellent cementing value.
North Haven	North Haven Island	Knox.	Altered Andesite.	2.85	184	0.41	2.7	15.0	17.6	12	Good.	A fairly hard but not very tough rock, with rather high resistance to wear and good cementing value.

Portland.	Cum.	Quartzite Schist.	2.75	172	0.27	2.6	15.4	17.7	14	Good (48)	A rather hard rock of medium toughness with high resistance to wear and good cementing value. Should make satisfactory material for road.
Rockland.	Lime Quarries.	Knox.	2.70	168	0.36	5.6	7.1	10.5	5	Very good	A soft rock with low toughness, low resistance to wear, and very good cementing value. Best suited for light traffic roads.
Rockland	Two miles southwest of.	Knox.	2.65	165	0.54	2.6	15.2	18.8	20	Fair.	A hard and fairly tough rock with rather high resistance to wear and fair cementing value.
Roque Bluffs.	Eight miles south of Black Head.	Was.	2.90	181	0.50	1.6	24.7	17.9	27	Very Good (82)	A hard and tough rock with very high resistance to wear and very good cementing value. Should give good results under heavy traffic.
Saco		York.	2.80	175	0.27	2.5	15.7	18.5	53	Good (31)	A hard and exceedingly tough rock with high resistance to wear and good cementing value. Best suited for heavy traffic roads.
Saint George.	Long Cove.	Knox.	3.00	187	0.28	2.8	14.3	17.8	12	Good.	A hard but not very tough rock with fairly high resistance to wear and good cementing value.

Table Showing Results of Laboratory Tests—Continued.

Town.	Locality.	County.	Name of Rock.	Specific gravity.	Weight per cubic foot, in lbs.	Water absorbed per cubic foot, in lbs.	Per cent of wear.	Coefficient of wear.	Hardness.	Toughness.	Cementing value.	Remarks.
Standish.		Cum.	Biotite Schist.	2.75	172	0.39	4.0	10.0	10.8	7	Good (26)	A soft rock with low toughness, medium resistance to wear, and good cementing value. Best suited for light traffic roads.
Topsham.		Sag.	Pegmatite.	2.65	165	0.43	10.7	3.7	*	*	Fair.	A rock with low resistance to wear and fair cementing value. No piece large enough for hardness and toughness tests.
Vinalhaven.		Knox.	Olivine Diabase. (Trap)	3.00	187	0.33	2.3	17.4	18.2	12	Good.	A hard but not very tough rock with high resistance to wear and good cementing value.

Wells.	Wells Beach.	York.	Gabbroitic Diabase. (Trap)	2.95	184	0.53	2.0	20.4	17.5	17	Excellent(135)	A fairly hard rock with medium toughness, high resistance to wear and excellent cementing value. Should make a satisfactory road material especially under heavy traffic.
Woolwich.		Sag.	Gneissoid Granite.	2.85	178	0.37	4.1	9.9	18.8	8	Good.	A hard rock with low toughness, medium resistance to wear and good cementing value. Rocks of this type do not, as a rule, make satisfactory road materials.
	Hills Beach.	York.	Diabase Porphyry.	2.95	184	0.42	2.6	15.4	16.2	11	Excellent(500)	A rock of medium hardness and rather low toughness with high resistance to wear and excellent cementing value. Should make a satisfactory road material
	Rockingham Co., N. H.		Altered Rhyolite.	2.75	172	0.14	2.7	14.8	18.8	11	Good.	A hard rock with rather low toughness rather high resistance to wear and good cementing value. Should make a satisfactory road material

EXPENDITURES OF OFFICE, 1907.

DR.

To appropriation for 1907.....	\$5,000 00	
under chapter 188, Resolves 1907..	300 00	\$5,300 00

CR.

By salary of commissioner.....	\$2,500 00	
salary of clerk.....	1,300 00	
expended for stenographer and extra clerk	421 93	
expended for office supplies. period- icals, etc.....	258 90	
expended for telephone and tele- graph	90 68	
expended for railroad, steamer and electric fares	295 87	
expended for livery.....	118 55	
expended for hotel bills.....	241 45	5,227 38
unexpended balance		72 62
		<u>\$5,300 00</u>

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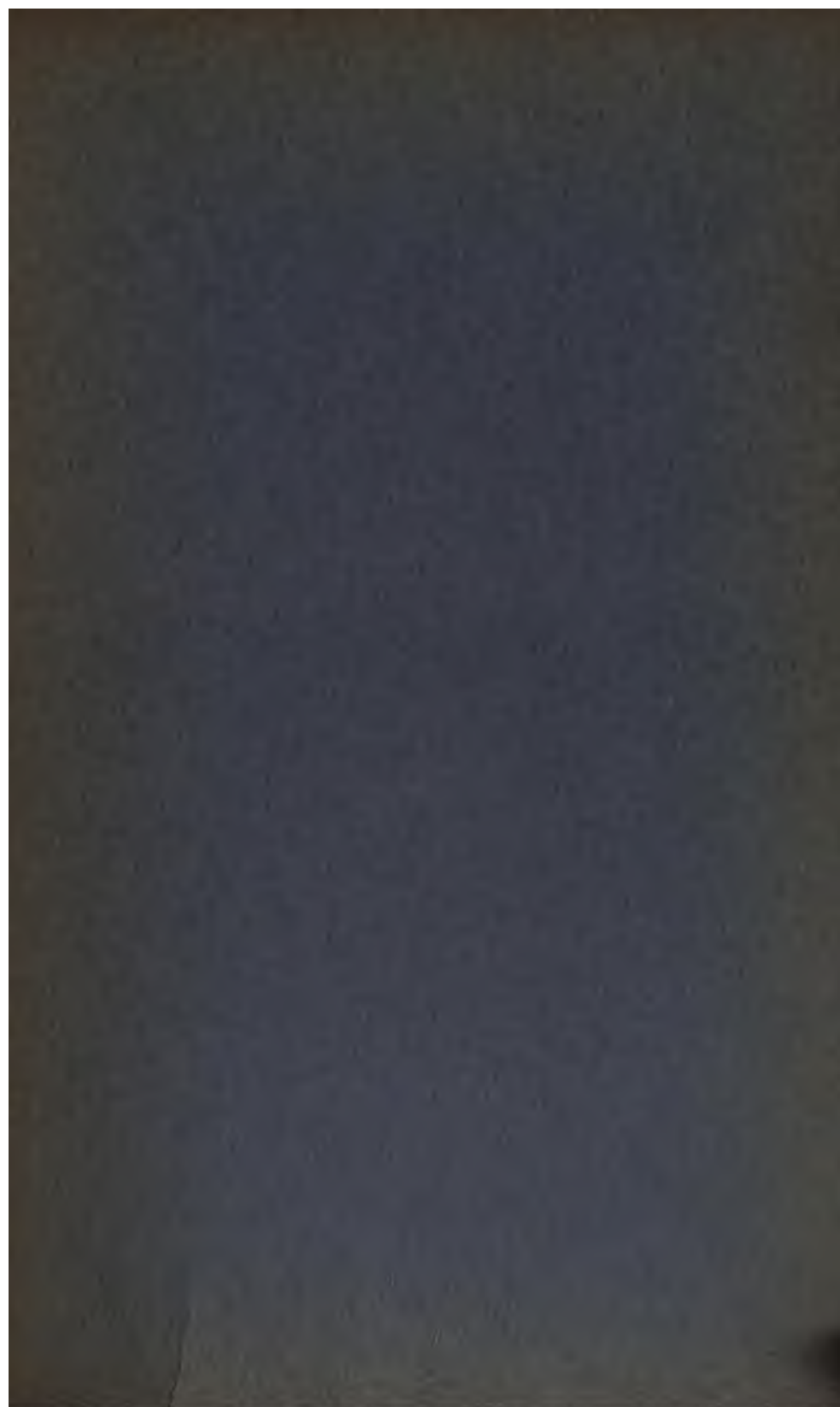
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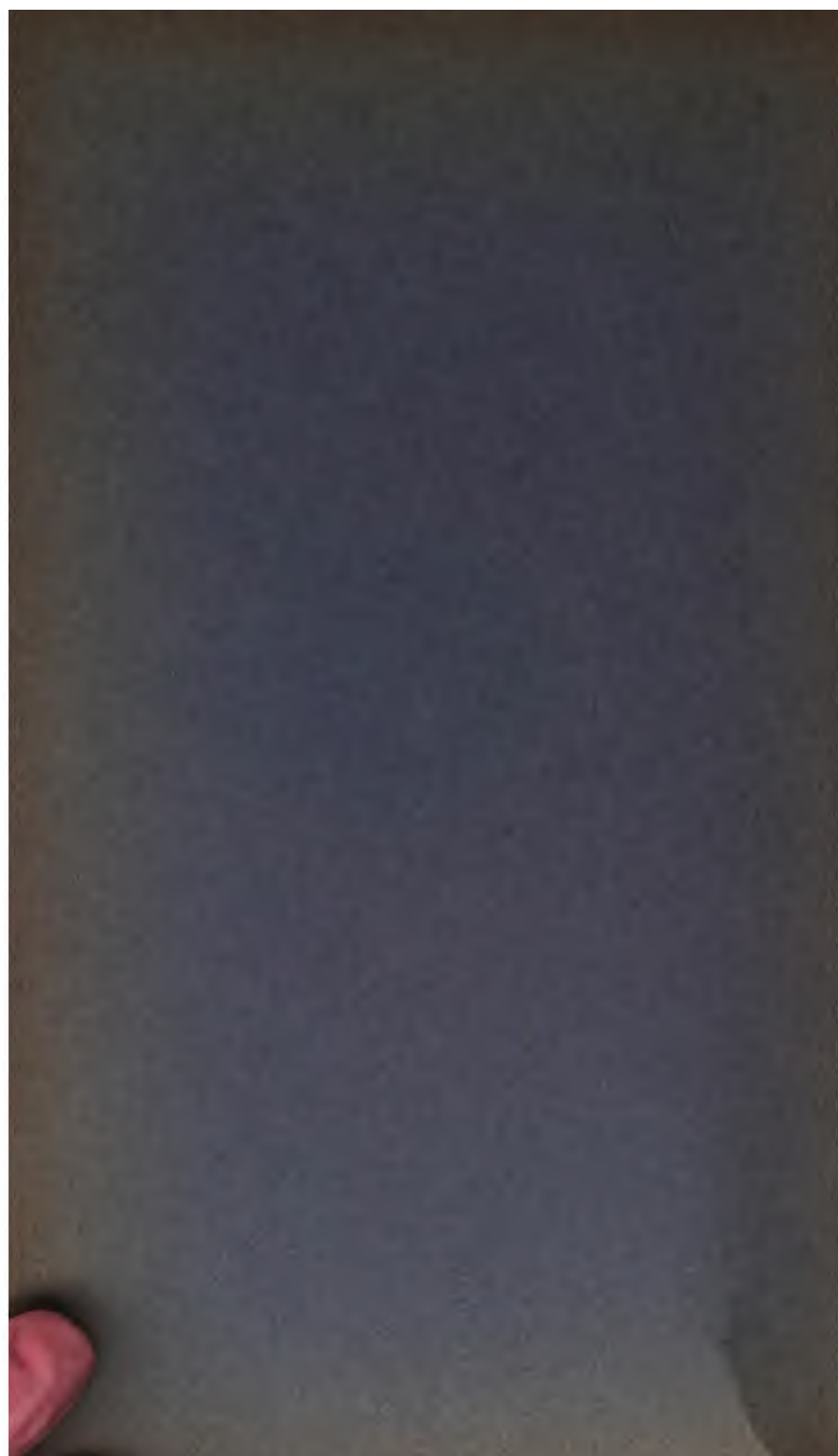
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APPENDIX

**Report of Bridge Investigation made by
State Commissioner of Highways**

as ordered by the

Seventy-third Legislature

of the

State of Maine

1907

REPORT ON BRIDGE INVESTIGATION.

ORDER OF LEGISLATURE.

Ordered, The Senate concurring that the State Commissioner of Highways be and hereby is authorized and directed to make an investigation to ascertain the length, physical character and condition, original cost and annual cost of maintenance together with such other information as he may deem pertinent or necessary concerning each and every bridge within the State.

The results of this investigation shall be published as a part of the next annual report of the State Commissioner of Highways and one thousand copies of the results of the investigation shall be published in pamphlet form for the use of the next Legislature.

(Passed March 25, 1907.)

INVESTIGATION.

Pursuant to the foregoing order a considerable amount of time has been devoted the past season in carrying on the investigation of the bridges of the State.

Letter to Other States.

As a preliminary step in the investigation a letter was prepared and forwarded to each state in the Union from which we quote the following:

"If an investigation of this kind has ever been undertaken in your state I would thank you to forward me copies of the blanks used in making the investigation, if possible. If the results of such an investigation have been published in the form of a report I would also be glad to have a copy of that. If there is any general law in your state whereby the state or county

assumes any proportion of the cost of maintenance or re-construction of highway bridges, I would be glad to have a copy of the law."

Replies.

We received replies to this letter from thirty-two states and from the Province of Ontario, Canada. It is learned from the letters that no state has ever made a similar investigation neither has any state a general law under which the state builds or maintains bridges. In general, it appears that bridges are built and maintained as are highways, that is, either by the town or by the county.

The following exceptions to this general rule are noted:

Pennsylvania: Certain large bridges have been built by the State; other bridges are built and maintained by the counties; still other bridges are built and maintained by the townships, but the different classes of bridges are not definitely fixed by law.

Vermont: State may pay half the cost of building or repairing a highway or bridge within a town when other towns in the vicinity are deemed to be benefited thereby and the town is excessively burdened with taxes raising at least \$1.50 on \$1.00 of the grand list for the previous five years for town and road purposes, not including schools.

Note: Grand list 1% of total valuation.

Iowa: Counties build and maintain all bridges over a certain length. The minimum length being 12 feet and the maximum 20 feet in the different counties. Bridges of less span are designated as culverts and are built and maintained by the townships.

Illinois: Towns take care of the construction of bridges except when the cost of a bridge will exceed 20c. on each \$100 of the valuation of the town then counties may pay one-half the cost of the bridge.

Wisconsin: Towns build and maintain bridges but they can compel the county to pay 50% of the cost of any bridge costing over $\frac{1}{4}$ of 1% of the total assessed valuation of the town.

CONCLUSIONS.

We find that Vermont is the only state which has a law making it possible for a portion of the cost of construction or main-

tenance of a bridge to be *borne by the State*. It is also apparent that this law can only be invoked when the cost of the bridge will exceed a certain *rate of taxation* and that a special commission must be appointed to hear each case and decide whether or not the state shall pay aid. In Illinois *counties* may pay one-half the cost of a bridge when the same will exceed a certain *rate of taxation*, viz: 20c. on each \$100 of valuation of the town. In Wisconsin towns can compel the *county* to pay one-half the cost of any bridge whose cost exceeds a *certain rate of taxation*, viz: $\frac{1}{4}$ of 1% of the total assessed valuation of the town.

These three states seem to be the only ones which have fixed any definite law governing the aiding of towns in the construction of bridges.

The method fixed by the laws of these three states for determining when aid shall be paid seems to us to be extremely fair and equitable inasmuch as it places the poorest town and the wealthiest city on the same basis.

ABSTRACTS OF ALL LETTERS FROM STATES.

Believing that the correspondence received from the different states bearing upon this matter will prove interesting and instructive to all who care to make a thorough study of the question "What should be the State's policy in relation to the building and maintenance of bridges" we give herewith abstracts of such letters, including besides that part of the letter which shows the State's position on this matter, such opinion as has been volunteered on the general question. It will be noted that this question has been considered slightly by the State of Massachusetts and an opinion of the Massachusetts Highway Commission rendered to the Legislature in 1907 is given in full.

We also include with the Massachusetts correspondence copy of the "Parker River Bridge Act" which is the only law establishing a state bridge received in reply to our inquiries. It is so carefully drawn and appears to be so equitable in its provisions that it is printed in full as a guide for possible future legislation.

No particular arrangement of the correspondence has been attempted except that the letters have been grouped as to states in which towns build and maintain bridges; states in which

counties build and maintain bridges; states in which bridge jurisdiction has been learned by reference to their laws and notes on the same have been added to the letter received from the state. In the arrangement of the letters the name of the state is first given then the title of the official from whom the letter came.

States in which towns build and maintain bridges.

Massachusetts, Secretary Highway Commission.

"No investigation of this subject, to my knowledge has ever been undertaken in this State.

"The question you raise, namely, of putting the maintenance and reconstruction of highway bridges upon the State, was considered to a slight extent this year in Massachusetts. A precedent was established in 1906 by a bill relating to the Parker River Bridge, a copy of which I enclose. This year an attempt was made to turn over to the State another bridge between Lynn and Saugus. I enclose a copy of a letter written by the Commission to the Ways and Means Committee defining the attitude of the Commission on the Lynn-Saugus bridge and other bridges

"No general Massachusetts law, under which the State or County assumes any proportion of the cost of maintenance and reconstruction of highway bridges, has been passed. Each bridge is considered by itself."

The following extract is from the letter addressed by the Commission to the committee on Ways and Means of the Massachusetts Legislature in 1907 on the question of what should be the policy of the Commonwealth concerning all bridges.

"The Commission is of the opinion that a bridge, to all intents and purposes, is as much a part of a highway as any other details of its construction. Bridges of short span have frequently been taken by the Board as parts of State highways and reconstructed and repaired as was necessary, but bridges of long span have not been so taken, because of the great expense to which the State would be thereby committed. The Board believes that it has ample authority under the State highway laws to assume control of bridges of long span, but it has thus far been unwilling to take the responsibility without direct

authorization by the legislature, by a special act appropriating the money needed and apportioning the cost of the work.

"For the purpose of this discussion the bridges may be divided into three classes:

"First: *Those having State highways at both ends, either constructed or projected in the near future.*

"The Commission favors the taking of bridges of this kind, under legislation similar to the Parker River Bridge Act (Chap. 531, of the Acts of 1906), with the understanding that no part of the maintenance of any draw shall be paid by the Commonwealth.

"Second. *Those having a State highway at one end, with no prospective State road at the other end.*

"If a State highway is likely to be continued on the other side of a bridge of this kind, the Commission sees no reason why it should not be treated in the same manner as those in the first class; but if a State highway is not likely to be so continued, the Commission is of the opinion that such a bridge should not be taken charge of by the Commonwealth at the present time.

"Third: *Those having no State highway at either end, and there being no State highway contemplated in the immediate vicinity.*

"The Commission does not believe that bridges of this kind should be taken by the Commonwealth as a part of the State highway system at the present time.

* * * * *

"Your question as to how many bridges there are in the Commonwealth and how much it would cost to maintain them the Commission is unable to answer. To give a proper estimate of what would be involved in taking over all of the bridges would take many months of investigation and study."

CHAPTER 531, ACTS OF 1906.

An Act to authorize the Massachusetts Highway Commission to repair, maintain and rebuild Parker River Bridge, so-called, in the town of Newbury.

Be it enacted, etc., as follows:

Section 1. The Massachusetts highway commission is hereby authorized and directed to lay out as a state highway the roadway and bridge over Parker river in the town of Newbury, on

the way locally known as High street, between the termini of the present state highway, and to maintain and keep in repair the said roadway, bridge and the approaches thereto. All expenses incidental thereto shall be paid out of the appropriations for the repair of state highways.

Section 2. If at any time the commission shall decide that public necessity and convenience require the rebuilding of said roadway, bridge and approaches, it shall, after full notice and a public hearing to all parties interested, prepare plans and make a careful estimate of the cost and expense of such rebuilding and report its findings to the general court. If the general court shall approve its findings and determine the proportionate amounts which the Commonwealth, the county of Essex, and such cities and towns as may be determined to be specially benefited should pay towards the cost of such rebuilding, and shall appropriate the Commonwealth's share therefor, the county of Essex and such cities and towns as may be determined to be specially benefited, as aforesaid, shall within such time and in such manner as the commission may direct pay into the treasury of the Commonwealth the proportionate amounts to be paid by them. The commission shall then within a reasonable time rebuild said roadway, bridge and approaches in accordance with the provisions of chapter forty-seven of the Revised Laws. The treasurer and receiver general shall pay from the sums appropriated and deposited in the treasury as aforesaid, on orders of the commission, such amounts as may be needed for the work. If after the completion of the work it appears that the total amount appropriated and deposited is in excess of the cost and expenses incurred the treasurer and receiver general shall pay back to said county and to such cities and towns as have been determined to be specially benefited their proportionate shares of the said excess, and the proportionate share of the Commonwealth of said excess shall revert to the treasury.

Section 3. In case any street railway or electric railroad company is granted a location upon the said bridge, it shall pay into the treasury of the Commonwealth as its part of the expense of rebuilding the bridge and the approaches thereto, a sum amounting to not less than ten per cent of the said expense, and shall also enter into an agreement with the Massachusetts highway commission to keep that part of the roadway on said bridge

lying between the tracks of the company and eighteen inches outside thereof on both sides of the track, in repair and safe for public travel; and no location shall be granted upon said bridge except upon the foregoing conditions. The treasurer and receiver general of the Commonwealth shall pay back to said county and to such cities and towns as have been determined to be specially benefited, their proportionate shares of such amount as has been paid under this act by any street railway or electric railroad company.

Section 4. The county of Essex and such cities and towns as have been determined to be specially benefited may borrow on the credit of the county and of such cities and towns, respectively, such sums of money as may be necessary to comply with the provisions of this act.

Section 5. This act shall take effect upon its passage.

(Approved June 28, 1906.)

New Hampshire, State Engineer.

"The State of New Hampshire has nothing to do with the bridges of the State except what few bridges are on the state roads, neither do any counties have to do with the maintenance of bridges except in one or two specific instances where the legislature has provided that the county shall maintain the bridge."

Vermont, State Highway Commissioner.

"Any town that is required to build, rebuild, or repair a highway or bridge wholly within said town and other towns in the vicinity are deemed to be benefited thereby, and the town is excessively burdened with taxes raising at least \$1.50 on a dollar of the grand list for the previous five years for town and road purposes, not including schools, the county court may appoint a commission on petition to inquire into the matter and if found as represented may assess the state not to exceed one-half the expense and the balance to the petitioning town."

Rhode Island, Clerk of State Highway Commission.

"The State Board of Public Roads have nothing to do with the highway bridges as our highway law does not allow us to build or repair bridges, they are taken care of by the towns in which they are located."

Connecticut, State Highway Commissioner.

"We have done nothing in regard to the subject matter that suggested your letter to me, namely, taking care of bridges. We have, however, paid a certain proportion of the abutment work upon all bridges on state roads about in the same proportion that we have paid for the construction of roads, leaving the superstructure entirely in the hands of the towns not only to construct, but also to keep in repair.

"We have a law here that has been on the statute books for a few years through which, on any bridge over which trolley cars are run—and said bridge is a draw bridge—the state pays \$500 a year to the town in which said bridge is located. I understand that this amount is to be increased to \$1,000 per year.

"Outside of this, nothing has been done statewide as to the care and maintenance of bridges."

In a subsequent letter the statement is made that the law says nothing about bridges but leaves the matter entirely to the discretion of the commissioner and that only a limited amount of work has been done upon a few of the smaller structures.

New York, Deputy State Engineer.

"I beg to state that in accordance with the provisions of the Highway Law under which we are operating, the State has no authority to construct any bridges, only culverts being provided for, and a ruling of this department fixes the maximum length of culverts at 15-ft. span. The maintenance of all culverts or bridges over five-ft. span are a fixed town charge."

Pennsylvania, Assistant Commissioner.

"No such investigation as described in your letter has been made in Pennsylvania. We have in this State three classes of bridges, but the distinguishing lines between the three classifications are very indefinite. The State has built a number of bridges across the larger rivers, such bridges having been built by the Department of Public Grounds and Buildings. The respective counties have built, and are maintaining, another class of bridges smaller in size, and the various townships build and maintain a still smaller class of structures. There has been no legislation upon the subject which specifies definitely the size of bridge to be covered in these various classifications. The County Commissioners of the various counties have it largely

in their own hands to determine whether or not they shall adopt a given bridge as a county bridge. This has led to very great differences in the manner of treating the situation. In some counties, all of the bridges are classed as township bridges, while in other counties bridges of no greater size are being cared for by the county.

"In the reconstruction of the public highways this Department is authorized to include as a portion of the highway any bridge which is being maintained at the expense of the township. This has given us a range of work from the smallest culverts up to bridges of 150 ft. span. These bridges after being constructed are maintained by the townships in which they are located."

Wisconsin, State Geologist.

"The town or the city is the unit which ordinarily has complete control and pays all the cost of construction of bridges. As it stands at present, the law reads that towns or cities can compel the county to pay 50% of the cost of any bridge costing over $\frac{1}{4}$ of 1% of the total assessed valuation of the local unit."

States in which counties build and maintain bridges.

Delaware, State Highway Commissioner.

"In this State the principal bridges are built and maintained by the county in which they are located. Also the road or causeway immediately adjacent to them. All bridges of lesser importance are cared for by their respective hundreds (townships). There is no law that I know of that determines who shall care for the bridge according to its size. There has never been in this State any investigation of the bridges such as you speak of."

New Jersey, State Commissioner of Public Roads.

In this State all bridges within the State are built by the counties under the immediate direction and supervision of the Board of Chosen Freeholders and the State has no part in the construction of any bridges."

Virginia, State Highway Commissioner.

"Under our Law all bridges are built and cared for by the counties in which they are located."

Iowa, Highway Engineer.

"In our State all bridges over a certain length of span are built and maintained as county bridges. The length of span varies somewhat in the various counties, but the average length is 16 feet, a minimum of 12 feet and a maximum of 20 feet. All bridges under this length are designated as culverts and are built and kept in repair by the townships.

"Such a law as you suggest would be a very desirable one to have and I am of the opinion that standard loadings for bridges even less than 40 feet should be adopted by the State, and probably standard plans and specifications."

Kentucky, Secretary of State.

"Replying to your letter beg to say that no investigation of the character mentioned in your letter has been made in this State. We have no law apportioning the cost of highway bridges between the county and the State. The county does it all."

Minnesota, State Engineer.

"We have no law governing the construction or maintenance of our highway bridges. All such matters are in the hands of the County Commissioners and are conducted on the old hit or miss plan without any superintendence or system. Every two years the legislature divides up an appropriation among the different counties to spend about as they please. At the present session, now happily drawing to a close, they appropriated \$400,000 to be expended by the County Commissioners on the old plan.

"The Highway Commission of this State has a fund of \$55,000 this year and \$70,000 next year for state aid on roads and bridges of which not more than one-third of the cost is contributed by the State and only one-third of the fund is to be used for bridges."

Louisiana, Secretary of State.

"Relative to highways and highway bridges, I beg to say that no investigation on the subject has ever been undertaken in our State. There is no general law in our State whereby the State assumes any proportion of the cost of maintenance or reconstruction of highway bridges. In Louisiana highway bridges are constructed and maintained by the county authorities."

Kansas, Secretary of State.

"In reply I beg to state that I know of no investigation having been made in that direction. Our laws place the maintenance of highways with each county."

Wyoming, Secretary of State.

"We have no information as to the cost of construction of highways and bridges, these matters being under the supervision of the different counties."

Montana, Secretary of State.

"I will say that there has been no such an investigation as that mentioned in your letter, in this State. The counties assume the cost of bridges within their lines and I know of no state bridge in Montana."

New Mexico, Secretary.

"There is no public Highway Commission in New Mexico, but public roads are under the control of the County Commissioners of the various counties, who act through a county road overseer. In general, all bridges are constructed and maintained at county expense."

Utah, State Engineer.

"In Utah there is no general law whereby the State assumes any proportion of the cost of the maintenance or reconstruction of highway bridges.

"At each session of the legislature, state appropriations were made for highway purposes and frequently under these highway appropriations construction or reconstruction of a bridge is mentioned.

"The highway bridges practically without exception in this State have been built by the counties out of the general revenue levied by the County Commissioners for county purposes."

California, State Highway Commissioner.

"The State of California has not undertaken to maintain or reconstruct any of the highway bridges, but leaves that matter to the counties. However, I believe it would be a vast improvement and saving for the State to have charge of such construction."

States in which bridge jurisdiction has been learned by reference to their laws and notes on the same have been added to the letter received from the state.

Illinois, State Engineer. State Report for 1906.

"The law provides that a county may assist the townships or road districts in the construction of intertown or other important and large bridges which are of benefit to other than the residents of the town in which the bridge is located." From the Statutes of Illinois it appears that towns may apply to the county for such aid when the cost of any new bridge will exceed 20c. on each \$100 of valuation of the town and that a county may pay one-half the cost of such bridge.

Ohio, State Highway Commissioner.

"The matter of bridge building is not covered by the state highway law. In construction of roads under state aid all bridges and culverts costing over fifty dollars are constructed by the local authorities and only bridges of less cost are part of the contracts we let."

The general law is that towns take care of their roads and bridges.

Michigan, State Highway Commissioner.

"Similar information was called for two years ago but on account of incompleteness it was not published." Townships build and maintain bridges.

West Virginia, Secretary of State.

"We have no laws of any consequence in regard to this matter." Bridges are built and maintained by the counties.

Maryland, Chief Engineer Highway Division Geological Survey.

"No investigation such as you mention has been made in this State." Bridges are built and repaired at the expense of the county.

North Carolina, Secretary of Highway Commission.

"The question of bridges has not been separated in this State from that of highways." The counties handle all matters of this kind.

Mississippi, Commissioner of Agriculture and Commerce.

"No division of bridge expenses between the counties and the State has ever been tried in this State." The counties build and maintain roads and bridges.

Texas, Secretary of State.

"No investigation of this kind has ever been attempted in this State." Bridges are built and maintained by the counties.

No. Dakota, Secretary of State.

Bridges are built and maintained by the counties.

So. Dakota, Secretary of State.

Bridges are built and maintained by the counties.

Idaho, Governor.

"No investigation of this kind has ever been attempted in this State." Bridges are built and maintained by the counties.

Ontario, Commissioner of Highways.

"Our Act to Aid in the Improvement of Public highways provides for the payment of one-third of the cost of all work done in constructing and bringing up to a fixed standard, the leading roads in any county. The roads to be comprised in such a system have to be approved by this Department and declared to be leading roads. The work of bringing the roads to a standard, involves of course, the construction of sluices, culverts and bridges regardless of dimension or cost, and is included in the cost of the work, one-third being paid by the Government."

INVESTIGATION WITH TOWNS.

Blanks were then prepared and forwarded to each board of selectmen, the mayor of each city and to each board of county commissioners who have charge of roads in unincorporated townships, with circulars of explanation and instruction as to what was desired by way of information.

These blanks were issued about June 15 and from that time until the end of the year hardly a day passed that letters were not received and sent out pertaining to this investigation. A considerable amount of urging and coaxing was necessary to get information from some towns and this was done by general circular letters, several issues of these having been sent out, and in many cases by individual letters to the municipal officers. All who have furnished information are entitled to a share of credit, if any is due, for the completeness of the report. The only places which did not file reports are Fort Kent, Nobleboro and Buxton.

Information Asked For.

In general the following information was asked for upon blanks sent out.

Name of stream, river or other water crossed.

Type of bridge—through truss, girder, pile or frame trestle.

Wood, stone, concrete, iron, steel or combination.

Extreme length of bridge.

Width of roadway.

Width of sidewalks, if any.

Number of spans.

Number of piers.

Clear length of each span.

Known cost.

If cost not known give estimated cost.

Condition as to repairs.

When built.

Name of Builder.

Year rebuilt.

Year repaired.

In how many years should bridge be rebuilt?

In how many years should bridge be repaired?

If state gave aid towards first construction, how much?

Is bridge situated on designated state road?

If constructed and maintained by union of towns give fractional part borne by your town and names of other towns and fractional parts borne by each.

General Questions.

Number of bridges in town over six feet in length.

Number of toll bridges in town.

Amount appropriated by town for repair of bridges, year 1907, \$.

Amount expended by town for repair of bridges, three years prior to March, 1907. 1904, \$; 1905, \$; 1906, \$.

Amount appropriated for new bridges, at annual meeting, 1904, \$; 1905, \$; 1906, \$; 1907, \$.

Amount expended by town for repair of iron or steel bridges, 1904, \$; 1905, \$; 1906, \$.

Amount expended by town for repair of wooden bridges,
1904, \$; 1905, \$; 1906, \$.

Amount expended by town for repair of wooden bridges,
1907, \$.

Amount expended by town for repair of iron or steel bridges,
1907, \$.

Amount expended by town for repair of all bridges, 1907,
\$.

Amount expended by town for construction of new bridges,
1907, \$.

Results of Investigation.

We would have liked to have gone more into detail as to the physical condition of the several bridges and had reports show kind, cost and present condition of sub-structures and super-structures separate but felt that asking for more details than the inquiry blanks called for would only discourage many municipal officers from any attempt at filling out the blanks and would result in an incomplete and fragmentary report. We do not claim absolute accuracy for all figures of cost. They have been furnished for most part by municipal officers and an examination of the blanks shows that all have not interpreted our questions the same way. In some cases cost of super-structure alone is given; in others, cost of sub-structure and super-structure; and in others it is apparent that to these costs have been added the cost of grading approaches. On the whole we believe the figures will average up fairly well and that the totals are probably not over 10 or 15% more or less than the original cost of the bridges in the State. The total "known or estimated cost" shown in table I, viz: \$5,276,644.21 cannot be taken as an estimate of the cost of reproducing these bridges. A considerable number of letters have been received which made this or a similar statement. For example the commissioners of Cumberland county report a bridge costing \$25,000. They add that the bridge will have to be rebuilt in a few years and they think the cost will be at least \$150,000.

In the matter of maintenance cost, figures are not as full as could be desired. 353 towns, cities and plantations reporting bridges of a known or estimated cost of \$3,962,011.39 report a

maintenance cost for 1907 of \$99,340.77 or about 2½%. The maintenance cost of all bridges reported on the same basis would be \$131,916.10.

Furthermore, it should be noted that 248 towns, cities and plantations reporting bridges of a known or estimated cost of \$3,281,622.35 report an average maintenance cost for the years 1904, 1905 and 1906 of \$112,699.81 or about 3½%. The maintenance cost of all bridges reported on the same basis would be \$184,682.55.

We do not understand that the legislative order directed this office to do more than report results of this investigation. We have accordingly arranged the information secured in what seems to us the best form for reference and submit it without further comment.

SUMMARY OF TABLES II, III AND IV.

From the following tables it appears that there are in the State of Maine—

66 bridges over 400 feet in length reported to have cost	\$1,601,184.35
53 bridges between 300 and 400 feet in length reported to have cost	411,044.98
16 " " 275 " 300 " " " " " " " "	62,448.90
18 " " 250 " 275 " " " " " " " "	70,950.12
24 " " 225 " 250 " " " " " " " "	155,813.00
28 " " 200 " 225 " " " " " " " "	132,508.51
31 " " 175 " 200 " " " " " " " "	133,742.30
65 " " 150 " 175 " " " " " " " "	240,853.75
56 " " 125 " 150 " " " " " " " "	220,050.16
125 " " 100 " 125 " " " " " " " "	262,011.12
53 " " 90 " 100 " " " " " " " "	137,314.61
69 " " 80 " 90 " " " " " " " "	121,240.24
91 " " 70 " 80 " " " " " " " "	97,527.46
127 " " 60 " 70 " " " " " " " "	122,197.31
173 " " 50 " 60 " " " " " " " "	164,448.09
92 " " 45 " 50 " " " " " " " "	68,535.85
174 " " 40 " 45 " " " " " " " "	89,760.31
186 " " 35 " 40 " " " " " " " "	108,588.93
328 " " 30 " 35 " " " " " " " "	136,822.83
394 " " 25 " 30 " " " " " " " "	150,516.82
903 " " 20 " 25 " " " " " " " "	266,943.51
1,198 " " 15 " 20 " " " " " " " "	227,241.79
1,717 " " 10 " 15 " " " " " " " "	209,949.96
832 " " 6 " 10 " " " " " " " "	84,949.31

6,819 bridges total for the State at an estimate cost of

\$5,276,644.21

BRIDGE INFORMATION.

TABLE I—Showing number, kind, cost and, as far as reported, maintenance cost of all bridges in each town in the State, six feet and over in clear length.

NOTE: All towns reporting joint ownership of any bridge or bridges with another town or towns are marked thus * in this table, and reference must be made to tables II, III and IV to learn details of ownership. Each town's proportional part of the cost or maintenance expense of joint bridges is included so that in the grand total the cost of such bridges appears but once.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual maintenance cost for three years prior to 1907.	STEEL BRIDGES			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
Abbot.....	Pis.	\$172,648	17	\$6,415.00	\$75.00	-	1	\$1,500.00	-	16	\$4,915.00	-	-	-
*Acton.....	Yor.	268,875	17	11,100.00	200.00	\$217.00	-	-	-	14	4,800.00	\$200.00	3	\$6,300.00
*Addison.....	Was.	192,862	17	15,325.00	100.00	200.00	-	-	-	17	15,325.00	200.00	-	-
Albany.....	Oxf.	156,573	38	3,635.00	-	-	-	-	-	38	3,635.00	-	-	-
Albion.....	Ken.	378,909	24	6,708.79	75.00	-	1	1,471.50	-	23	5,237.29	75.00	-	-
Alexander.....	Was.	58,898	10	281.15	-	-	-	-	-	9	166.00	-	1	115.15
*Alfred.....	Yor.	332,583	15	21,083.00	259.01	200.00	1	13,000.00	\$228.60	13	7,783.00	80.41	1	300.00
Allagash Pl.....	Aro.	183,913	2	2,300.00	-	-	-	-	-	2	2,300.00	-	-	-
*Alna.....	Lin.	165,917	14	6,126.00	126.00	-	-	-	-	14	6,126.00	126.25	-	-

BRIDGE INFORMATION, TABLE I—Continued.
Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual maintenance cost for three years prior to 1907.	STEEL BRIDGES.			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
*Alton.....	Pen.	\$76,206	11	\$1,405.00	-	\$245.00	-	-	-	11	\$1,405.00	\$245.00	-	-
Amherst.....	Han.	80,828	7	1,271.69	\$37.93	76.46	-	-	-	7	1,271.69	76.46	-	-
Amity.....	Aro.	121,471	9	2,030.00	38.00	238.00	1	\$1,600.00	-	8	430.00	238.00	-	-
Andover.....	Oxf.	263,283	24	3,855.00	154.00	216.00	-	-	-	24	3,855.00	216.00	-	-
*Anson.....	Som.	745,907	24	\$34,164.00	983.31	-	3	\$19,000.00	\$210.00	20	14,664.00	773.31	1	\$500.00
Appleton.....	Kno.	249,731	21	2,090.00	354.73	150.00	-	-	-	21	2,090.00	150.00	-	-
A, Range 2, Twp.....	Aro.	48,437	1	40.00	-	-	-	-	-	1	40.00	-	-	-
A, R. 5, Molunkus, Twp.....	Aro.	86,252	1	150.00	-	-	-	-	-	1	150.00	-	-	-
A, Range 7, Twp.....	Pen.	260,914	1	2,000.00	-	-	-	-	-	1	2,000.00	-	-	-
*Argyle.....	Pen.	53,698	4	600.00	-	40.00	-	-	-	4	600.00	40.00	-	-
*Arrowaic.....	Sag.	64,673	97	7,131.00	761.93	833.00	1	5,000.00	1,250.00	6	2,131.00	416.00	-	-
Ashland.....	Aro.	477,915	13	8,255.00	86.00	290.80	-	-	-	13	8,255.00	290.80	-	-
*Athens.....	Som.	308,265	35	3,950.00	-	-	-	-	-	35	3,950.00	-	-	-
*Atkinson.....	Pla.	154,673	14	5,115.00	-	-	-	-	-	14	5,115.00	-	-	-
*Auburn.....	And.	7,282,424	48	\$116,815.78	2,500.00	2,443.71	6	\$69,083.45	1,843.11	42	17,732.33	410.77	-	-

Augusta.....	Ken.	7,518,992	31	96,736.00	1,200.00	1,200.00	8	75,555.00	-	8	2,438.00	-	15	18,743.00
Aurora.....	Han.	46,193	1	300.00	-	100.00	-	-	-	1	200.00	100.00	-	-
Avon.....	Fra.	166,646	28	2,896.00	165.00	212.00	1	750.00	65.00	27	2,116.00	185.00	-	-
*Baileysville.....	Was.	233,051	11	74,850.00	300.00	300.00	-	-	-	11	4,850.00	300.00	-	-
Bald Mountain Twp.....	Som.	154,200	1	30.00	-	10.00	-	-	-	1	30.00	10.00	-	-
*Baldwin.....	Cum.	358,540	27	5,560.00	85.94	100.00	-	-	-	19	4,865.00	100.00	8	695.00
Bancroft.....	Aro.	56,347	01	03,600.00	-	-	1	3,600.00	-	-	-	-	-	-
*Bangor.....	Pen.	19,061,521	9	204,332.00	4,506.00	30,105.72	2	4132,332.00	-	6	37,500.00	2,313.03	1	35,000.00
*Baring.....	Was.	104,932	k1	2,200.00	10.37	73.00	-	-	-	1	2,200.00	73.00	-	-
Barnard Pl.....	Pis.	43,752	1	200.00	-	-	-	-	-	1	200.00	-	-	-
*Bath.....	Seg.	7,341,468	17	6,986.00	200.00	267.19	1	250.00	-	15	6,420.00	267.19	1	316.00
Beddington.....	Was.	30,995	3	500.00	-	57.00	-	-	-	3	500.00	57.00	-	-
*Belfast.....	Wal.	2,787,233	20	15,859.00	549.00	-	4	2,764.00	-	25	13,095.00	-	-	-
*Belgrade.....	Ken.	466,138	30	8,300.00	400.00	333.00	-	-	-	30	8,300.00	333.00	-	-
Belmont.....	Wal.	102,338	5	275.00	5.00	-	-	-	-	5	275.00	5.00	-	-
Benedicta.....	Aro.	66,041	None	-	-	-	-	-	-	-	-	-	-	-
*Benton.....	Ken.	499,549	10	22,270.37	26.96	157.00	3	420,920.37	82.00	7	1,350.00	72.00	-	-
*Berwick.....	Yor.	990,031	29	13,273.95	-	-	2	4,450.00	-	26	4,323.95	-	1	4,500.00
Bethel.....	Oxf.	949,408	75	38,940.00	200.00	366.00	1	1,070.00	-	74	37,870.00	366.00	-	-
*Biddeford.....	Yor.	8,036,572	24	76,782.00	2,335.14	1,742.00	6	45,375.00	2,180.61	15	11,450.00	145.80	3	19,957.00
*Bigelow Pl.....	Som.	72,436	4	1,450.00	88.81	-	-	-	-	4	1,450.00	88.81	-	-
*Bingham.....	Som.	285,875	28	718,710.97	271.97	-	2	15,935.97	-	26	2,775.00	-	-	-
Blaine.....	Aro.	209,426	9	2,610.00	51.10	25.00	-	-	-	9	2,610.00	25.00	-	-
Blanchard.....	Pis.	80,231	5	2,600.00	-	-	1	1,800.00	-	4	800.00	-	-	-

^a Expended 1907. [†] Anson; includes $\frac{1}{2}$ cost of Madison Toll Bridge. (Total cost \$10,000). Also $\frac{1}{2}$ cost of Madison and Anson iron bridge.
^b Total cost \$31,827. ^{††} Anson; includes $\frac{1}{2}$ cost of Anson and Madison iron bridge. (Total cost \$31,827.) Total State aid for iron bridge \$8,000.
^c Arrowsic; includes 1 Toll Bridge. [‡] Lewiston; includes $\frac{1}{2}$ cost of north bridge also 50% cost truss bridge. Lewiston remainder. [§] Baileyville; in-
cludes \$3,000 the total cost of bridge built and maintained jointly by town and H. F. Eaton & Sons.
^e Bangor; this includes 4-5 of cost of Bangor and Brewer bridge, 4 steel spans and 2 wooden spans. Information from Brewer report.
^f Bangor; $\frac{1}{2}$ of bridge built and maintained by Province of New Brunswick. ^g Benton; Benton Falls bridge cost \$16,770.12, State aid \$6,000 included.
^h Bingham; State aid \$9,435.97 on Bingham and Concord bridge.

BRIDGE INFORMATION, TABLE I—Continued.
 Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual maintenance cost for three years prior to 1907.	STEEL BRIDGES.			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
Bluehill.....	Han.	\$695,714	20	\$8,033.00	\$100.00	\$191.45	-	-	-	20	\$8,033.00	\$191.45	-	-
*Boothbay.....	Lin.	602,653	16	8,400.00	764.96	564.78	-	-	-	6	8,400.00	564.78	-	-
*Boothbay Harbor.....	Lin.	933,955	†11	675.00	-	-	-	-	-	11	675.00	-	-	-
*Bowdoin.....	Sag.	306,742	26	5,720.00	75.00	-	-	-	-	26	5,720.00	-	-	-
Bowdoinham.....	Sag.	548,334	35	18,707.00	115.90	828.27	4	6,457.00	-	30	11,260.00	828.27	1	1,000.00
Bowerbank.....	Pis.	148,260	4	850.00	-	-	-	-	-	4	850.00	-	-	-
Bradford.....	Pen.	262,499	24	3,719.44	85.20	-	-	-	-	24	3,719.44	85.20	-	-
Bradley.....	Pen.	182,722	8	5,100.00	171.20	93.00	-	-	-	8	5,100.00	93.00	-	-
*Bremen.....	Lin.	137,598	5	1,500.00	25.00	221.64	-	-	-	5	1,500.00	25.00	-	-
*Brewer.....	Pen.	1,996,033	18	730,333.00	-	-	1	18,883.00	-	15	2,950.00	-	2	8,600.00
Bridgewater.....	Aro.	373,552	10	5,278.25	100.00	200.00	-	-	-	10	5,278.25	200.00	-	-
Bridgton.....	Cum.	1,457,183	29	5,615.00	450.00	-	5	3,200.00	-	24	2,415.00	450.00	-	-
Brighton Pl.....	Som.	71,643	16	1,335.00	25.00	27.50	-	-	-	16	1,335.00	27.50	-	-
*Bristol.....	Lin.	876,925	11	6,320.00	75.00	100.00	1	100.00	25.00	10	6,220.00	75.00	-	-
*Brooklin.....	Han.	202,207	1	1,075.00	-	-	-	-	-	1	1,075.00	-	-	-

Brooks.....	Wal.	270,919	11	2,050.00	100.00	a100.00	-	-	-	11	2,050.00	a100.00	-	-
Brooksville.....	Han.	277,698	2	2,500.00	-	25.00	-	-	-	2	2,500.00	25.00	-	-
Brookton.....	Was.	63,919	2	750.00	0.00	-	-	-	-	1	50.00	-	1	700.00
Brownfield.....	Orf.	313,715	24	9,250.00	109.50	a412.00	1	700.00	-	23	8,550.00	a412.00	-	-
Brownville.....	Fis.	530,944	11	13,550.00	150.00	225.00	1	5,000.00	100.00	9	8,200.00	125.00	1	350.00
*Brunswick.....	Cum.	3,796,968	29	335,739.79	a468.58	-	3	19,889.79	-	28	15,850.00	a468.58	-	-
Buckfield.....	Orf.	421,624	22	6,510.00	215.00	225.00	6	5,165.00	115.00	16	1,345.00	100.00	-	-
*Bucksport.....	Han.	946,155	33	915,735.00	a2,500.00	-	-	-	-	33	15,735.00	-	-	-
Burlington.....	Pen.	143,531	1	50.00	-	-	-	-	-	1	50.00	-	-	-
*Burnham.....	Wal.	231,514	13	18,430.00	125.00	-	5	16,500.00	-	8	1,930.00	50.00	-	-
*Buxton.....	Yor.	774,752	No report.	-	-	-	-	-	-	-	-	-	-	-
Byron.....	Orf.	96,562	21	2,655.00	200.00	233.00	1	1,100.00	-	20	1,555.00	233.00	-	-
*Calais.....	Was.	2,631,039	17	61,250.00	375.00	444.25	4	53,000.00	a500.00	12	6,250.00	A418.50	1	2,000.00
*Cambridge.....	Som.	128,619	19	3,560.00	79.28	71.00	-	-	-	19	3,560.00	71.00	-	-
Camden.....	Kno.	2,390,706	11	15,450.00	120.00	266.66	4	4,050.00	-	6	7,600.00	266.66	1	3,800.00
*Canaan.....	Som.	300,997	19	6,035.00	300.00	204.00	-	-	-	19	6,035.00	204.00	-	-
Canton.....	Orf.	327,610	a22	17,996.70	254.30	250.00	1	17,000.00	-	20	991.70	250.00	1	75.00
*Cape Elizabeth.....	Cum.	884,392	1	500.00	0.00	0.00	-	-	-	1	500.00	0.00	-	-
Caribou.....	Aro.	1,946,177	8	35,200.00	-	12,066.00	2	22,500.00	-	6	12,700.00	-	-	-
Carmel.....	Pen.	206,713	37	7,390.00	No data	-	-	-	-	37	7,390.00	No data	-	-
Caratunk Pl.....	Som.	97,291	8	301.00	-	-	-	-	-	8	301.00	-	-	-
Carroll.....	Pen.	119,997	8	590.00	15.00	-	-	-	-	8	590.00	-	-	-
Carrying Place Twp	Som.	35,532	4	170.00	-	-	-	-	-	4	170.00	-	-	-
Carthage.....	Fra.	156,794	26	5,857.00	-	-	4	5,207.00	75.00	24	650.00	-	-	-

† Sheepscot bridge not included. See Wiscasset. a Expended 1907. d Expended 1905. f Brewer; this includes 1-5 of cost of Bangor and Brewer bridge. See Bangor. c Expended 1906. i Brunswick; includes ‡ of cost of Brunswick and Topsham long bridge. Includes ‡ of cost of Brunswick and Topsham short bridge. Includes ‡ of cost of Brunswick and Bath bridge. Includes ‡ of cost of Brunswick and Harpswell bridge. Probably includes \$1,500 from State in 1907. g Bucksport; includes \$8,140.20 of Verona draw bridge. Total cost \$14,980.20. h Expended 1904. j Calais; averaged 1906-8. k Canton; includes one toll bridge owned by King bridge Co. Caribou; includes expenditure of \$4,500 for 1906.

BRIDGE INFORMATION, TABLE I—Continued.
Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual maintenance cost for three years prior to 1907.	STEEL BRIDGES.			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
*Alton.....	Pen.	\$76,206	11	\$1,405.00	-	\$245.00	-	-	-	11	\$1,405.00	\$245.00	-	-
Ankerst.....	Han.	80,828	7	1,271.69	\$87.93	76.46	-	-	-	7	1,271.69	76.46	-	-
Amity.....	Aro.	121,471	9	2,030.00	38.00	238.00	1	\$1,600.00	-	8	430.00	238.00	-	-
Andover.....	Oxf.	283,283	24	3,855.00	154.00	216.00	-	-	-	24	3,855.00	216.00	-	-
*Anson.....	Som.	745,907	24	\$24,194.00	983.31	-	3	\$119,000.00	\$210.00	20	14,664.00	773.31	1	\$500.00
Appleton.....	Kno.	249,731	21	2,090.00	354.73	150.00	-	-	-	21	2,090.00	150.00	-	-
A, Range 2, Twp.....	Aro.	48,437	1	40.00	-	-	-	-	-	1	40.00	-	-	-
A, R. 5, Molunkus, Twp.....	Aro.	86,252	1	150.00	-	-	-	-	-	1	150.00	-	-	-
A, Range 7, Twp.....	Pen.	280,914	1	2,000.00	-	-	-	-	-	1	2,000.00	-	-	-
*Argyle.....	Pen.	58,098	4	600.00	-	40.00	-	-	-	4	600.00	40.00	-	-
*Arrowsic.....	Sag.	64,673	7	7,131.00	761.93	833.00	1	5,000.00	1,250.00	6	2,131.00	416.00	-	-
Ashland.....	Aro.	477,915	13	8,255.00	86.00	290.80	-	-	-	13	8,255.00	290.80	-	-
*Athens.....	Som.	308,265	35	3,950.00	-	-	-	-	-	35	3,950.00	-	-	-
*Atkinson.....	Pis.	154,673	14	5,115.00	-	-	-	-	-	14	5,115.00	-	-	-
*Auburn.....	And.	7,293,434	48	\$116,815.78	2,500.00	2,443.71	6	\$99,083.45	1,843.11	42	17,733.33	410.77	-	-

BRIDGE INFORMATION, TABLE I—Continued.
 Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual main-tenance cost for three years prior to 1907.	STEEL BRIDGES.			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
Bluehill.....	Han.	\$595,714	20	\$8,033.00	\$100.00	\$191.45	-	-	-	20	\$8,033.00	\$191.45	-	-
*Boothbay.....	Lin.	602,653	16	8,400.00	764.98	564.78	-	-	-	6	8,400.00	564.78	-	-
*Boothbay Harbor.....	Lin.	933,955	11	675.00	-	-	-	-	-	11	675.00	-	-	-
*Bowdoin.....	Sag.	306,742	26	5,720.00	75.00	-	-	-	-	26	5,720.00	-	-	-
Bowdoinham.....	Sag.	548,334	35	18,707.00	115.90	828.27	4	6,457.00	-	30	11,250.00	828.27	1	1,000.00
Bowenbank.....	Pis.	143,260	4	350.00	-	-	-	-	-	4	350.00	-	-	-
Bradford.....	Pen.	262,489	24	3,719.44	85.20	-	-	-	-	24	3,719.44	85.20	-	-
Bradley.....	Pen.	182,722	8	5,100.00	171.20	93.00	-	-	-	8	5,100.00	93.00	-	-
*Bremen.....	Lin.	137,598	5	1,500.00	25.00	421.64	-	-	-	5	1,500.00	25.00	-	-
*Brewer.....	Pen.	1,996,033	18	730,333.00	-	-	1	18,883.00	-	15	2,950.00	-	2	8,500.00
Bridgewater.....	Aro.	373,552	10	5,278.25	100.00	200.00	-	-	-	10	5,278.25	200.00	-	-
Bridgton.....	Cum.	1,437,183	29	5,615.00	450.00	-	5	3,200.00	-	24	2,415.00	450.00	-	-
Brighton Pl.....	Som.	71,643	16	1,335.00	25.00	27.50	-	-	-	16	1,335.00	27.50	-	-
*Bristol.....	Lin.	876,925	11	6,320.00	75.00	100.00	1	100.00	25.00	10	6,220.00	75.00	-	-
*Brooklin.....	Han.	202,207	1	1,075.00	-	-	-	-	-	1	1,075.00	-	-	-

Brooks.....	Wal.	270,919	11	2,050.00	100.00	a100.00	-	-	-	11	-	2,050.00	a100.00	-
Brooksville.....	Han.	277,698	2	2,500.00	-	25.00	-	-	-	2	-	2,500.00	25.00	-
Brookton.....	Was.	63,919	2	750.00	0.00	-	-	-	-	1	-	50.00	-	700.00
Brownfield.....	Oxf.	313,715	24	9,250.00	109.50	e412.00	1	700.00	-	23	-	8,550.00	e412.00	-
Brownville.....	Pis.	530,844	11	13,550.00	150.00	225.00	1	5,000.00	100.00	9	-	8,200.00	125.00	350.00
*Brunswick.....	Cum.	3,796,988	29	435,739.79	a468.58	-	3	19,889.79	-	26	-	15,850.00	a468.58	-
Buckfield.....	Oxf.	421,624	22	6,510.00	215.00	225.00	6	5,165.00	115.00	16	-	1,345.00	100.00	-
*Bucksport.....	Han.	946,155	33	p15,735.00	s2,500.00	-	-	-	-	33	-	15,735.00	-	-
Burlington.....	Pen.	148,581	1	50.00	-	-	-	-	-	1	-	50.00	-	-
*Burnham.....	Wal.	231,514	13	18,430.00	125.00	-	5	16,500.00	-	8	-	1,930.00	50.00	-
*Buxton.....	Yor.	774,752	No	report.	-	-	-	-	-	-	-	-	-	-
Byron.....	Oxf.	96,562	21	2,655.00	200.00	233.00	1	1,100.00	-	20	-	1,555.00	233.00	-
*Calais.....	Was.	2,631,039	17	61,250.00	375.00	444.25	4	53,000.00	e500.00	12	-	6,250.00	a418.50	2,000.00
*Cambridge.....	Som.	128,619	19	3,560.00	79.28	71.00	-	-	-	19	-	3,560.00	71.00	-
*Canden.....	Kno.	2,390,706	11	15,450.00	120.00	266.66	4	4,050.00	-	6	-	7,600.00	266.66	3,800.00
*Canaan.....	Som.	300,697	19	6,035.00	300.00	204.00	-	-	-	19	-	6,035.00	204.00	-
Canton.....	Oxf.	327,610	e22	17,966.70	254.30	250.00	1	17,000.00	-	20	-	891.70	250.00	75.00
*Cape Elizabeth.....	Cum.	884,892	1	500.00	0.00	0.00	-	-	-	1	-	500.00	0.00	-
Caribout.....	Aro.	1,846,177	8	35,200.00	-	i2,066.00	2	22,500.00	-	6	-	12,700.00	-	-
Carmel.....	Pen.	296,713	37	7,380.00	N o	data	-	-	-	37	-	7,380.00	N o	data
Caratunk Pl.....	Som.	97,291	8	301.00	-	-	-	-	-	8	-	301.00	-	-
Carroll.....	Pen.	119,997	8	580.00	15.00	-	-	-	-	8	-	580.00	-	-
Carying Place Twp.....	Som.	35,532	4	170.00	-	-	-	-	-	4	-	170.00	-	-
Carthage.....	Fra.	156,794	28	5,857.00	-	-	4	5,207.00	72.00	24	-	650.00	-	-

† Sheepscot bridge not included. See Wiscasset. *a* Expanded 1907. *d* Expanded 1905. *f* Brewer; this includes 1-5 of cost of Bangor and Brewer bridge. *g* Expanded 1906. *h* Includes 1 of cost of Brunswick and Topsham long bridge. Includes 1 of cost of Brunswick and Topsham short bridge. Includes 1 of cost of Brunswick and Bath bridge. Includes 1 of cost of Brunswick and Harpswell bridge. *s* Bucksport; probably includes \$1,500 from State in 1907. *a* Bucksport; includes \$8,140-20 of Verona draw bridge. Total cost \$14,980-20. *e* Expanded 1904. *b* Includes 1 of cost of Carleton place bridge. *c* Canton; includes one of bridge owned by King bridge Co. *i* Caribou; includes expenditure of \$4,500 for 1906. *k* Calais; averaged 1905-6.

^a Caribou; includes expenditure of \$4,500 for 1906.
^b Carleton Place toll bridge owned by King bridge Co.
^c Includes expenditures for 1907.

[illegible]

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BRIDGE INFORMATION, TABLE I—Continued.
 Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual maintenance cost for three years prior to 1907.	STEEL BRIDGES			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
Cary Pl.....	Aro.	\$36,315	6	\$81,530.00	\$60.00	-	-	-	-	6	\$81,530.00	-	-	-
*Casco.....	Cum.	283,115	10	4,034.00	50.00	-	1	\$2600.00	-	9	3,494.00	-	-	-
*Castine.....	Han	551,721	None	-	-	-	-	-	-	-	-	-	-	-
Castle Hill.....	Aro.	109,181	4	190.00	50.00	\$550.00	-	-	-	4	190.00	\$550.00	-	-
Caswell Pl.....	Aro.	54,417	4	325.00	15.00	-	-	-	-	4	325.00	-	-	-
Centerville.....	Was.	53,531	2	969.16	30.00	-	-	-	-	1	504.16	-	1	\$465.00
Chapman Pl.....	Aro.	75,401	7	7675.00	-	-	-	-	-	7	7675.00	-	-	-
Charleston.....	Pen.	303,720	13	700.00	165.80	273.42	-	-	-	13	700.00	273.42	-	-
Charlotte.....	Was.	80,733	13	970.00	4.00	-	-	-	-	13	970.00	-	-	-
Chelsea.....	Ken.	231,668	11	1,715.00	-	-	-	-	-	10	1,365.00	-	1	350.00
Cherryfield.....	Was.	460,824	10	11,200.00	-	476.00	-	-	-	10	11,200.00	476.00	-	-
Chester.....	Pen.	72,798	3	800.92	16.55	-	-	-	-	3	800.92	-	-	-
*Chesterville.....	Fra.	253,736	15	10,925.00	169.92	114.22	-	-	-	15	10,925.00	114.22	-	-
*China.....	Ken.	541,611	18	6,450.00	15.00	20.00	-	-	-	17	5,950.00	20.00	1	500.00
Clifton.....	Pen.	61,405	10	750.00	50.00	50.00	-	-	-	10	750.00	50.00	-	-

*Friendship.....	Kno.	231,233	7	3,550.00	71.04	43.90	-	-	-	7	3,550.00	43.90	-
Fryeburg.....	Oxf.	797,726	23	14,003.00	199.55	123.38	1	1,000.00	17.08	22	12,403.00	106.30	-
*Gardiner.....	Ken.	3,065,913	16	658,835.47	-	3,106.06	21	640,560.00	2,294.23	15	18,275.47	735.46	-
Garfield Pl.....	Aro.	96,948	1	50.00	-	-	-	-	-	1	50.00	-	-
Garland.....	Pen.	298,656	33	4,730.00	25.00	-	-	-	-	33	4,730.00	25.00	-
*Georgetown.....	Sag.	296,532	6	3,069.00	224.94	142.82	-	-	-	6	3,069.00	142.82	-
Gilead.....	Oxf.	127,743	14	10,595.00	304.53	200.15	1	4,000.00	32.99	13	6,595.00	167.16	-
Glenburn.....	Pen.	129,908	7	2,205.00	25.00	7.00	-	-	-	7	2,205.00	25.00	-
Glenwood Pl.....	Aro.	55,000	3	1,000.00	-	-	-	-	-	3	1,000.00	-	-
*Gorham.....	Cum.	1,517,492	31	30,150.00	903.50	951.35	1	3,000.00	-	30	27,150.00	951.35	-
Gouldsboro.....	Han.	332,871	16	2,385.00	400.00	-	-	-	-	16	2,385.00	400.00	-
Grafton.....	Oxf.	98,217	19	711.00	-	-	-	-	-	19	711.00	-	-
Grand Falls Pl.....	Pen.	66,120	3	1,200.00	100.00	-	-	-	-	3	1,200.00	100.00	-
Grand Isle.....	Aro.	122,711	14	1,455.00	-	-	-	-	-	14	1,455.00	-	-
Grand Lake Stream Pl.....	Was.	104,195	5	1,955.00	-	-	-	-	-	5	1,955.00	-	-
Gray.....	Cum.	554,340	24	12,700.00	152.79	900.00	-	-	-	24	12,700.00	900.00	-
Greenbush.....	Pen.	83,251	12	2,252.89	125.23	152.31	-	-	-	12	2,252.89	152.31	-
*Greene.....	And.	306,621	9	8,225.00	15.55	-	A1	7,060.00	-	8	565.00	-	-
Greenfield.....	Pen.	43,803	2	200.00	60.00	47.50	-	-	-	2	200.00	47.50	-
Greenville.....	Pia.	438,906	1	3,200.00	210.50	30.40	1	3,200.00	-	-	-	-	-
Greenwood.....	Oxf.	183,030	38	7,750.00	142.89	-	-	-	-	38	7,750.00	142.89	-
*Guilford.....	Pia.	679,208	16	12,703.00	16.00	-	1	6,500.00	-	15	6,203.00	-	-
Hallowell.....	Ken.	1,490,298	3	4,400.00	0.00	200.00	-	-	-	2	1,600.00	200.00	1
Hamlin Pl.....	Aro.	89,173	7	1,575.00	-	140.00	-	-	-	7	1,575.00	140.00	-

† Falmouth; includes county bridge between Portland and Falmouth. Cost \$20,000. Falmouth \$5,000; Portland \$15,000. † Farmington; not separated for different kinds. a Expended 1907. † Fort Kent; report of expenditure dated Feb. 1, mentions one steel bridge costing \$5,000 built 1906 and draw steel, 2 spans wood. † Gardiner; includes 75% of cost of Gardiner and Randolph bridge. State appropriated \$2,000 per year for repairs for 1907-8. † Expended 1906. A 2-5 Greene; 3-5 Turner.

BRIDGE INFORMATION, TABLE I—Continued.
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							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.	
*Dayton.....	Yor.	\$217,842	17	\$3,160.00	\$105.00	-	-	-	-	15	\$2,860.00	-	2	\$300.00	
Dead River Pl.....	Som.	82,650	2	950.00	40.00	\$50.00	-	-	-	2	950.00	a\$50.00	-	-	
Deblois.....	Was.	21,718	3	540.00	50.00	40.00	-	-	-	3	540.00	40.00	-	-	
Dedham.....	Han.	101,289	9	1,800.00	25.00	-	-	-	-	9	1,800.00	-	-	-	
*Deer Isle.....	Han.	402,986	1	400.00	600.00	200.00	-	-	-	1	400.00	200.00	-	-	
Denmark.....	Oxf.	333,442	5	675.00	-	-	-	-	-	4	425.00	-	1	250.00	
Dennistown Pl.....	Som.	110,200	none	-	-	-	-	-	-	-	-	-	-	-	
*Dennysville.....	Was.	149,442	8	2,927.78	85.86	108.43	1	\$1,137.78	-	7	1,790.00	157.77	-	-	
*Detroit.....	Som.	157,074	10	12,100.00	368.33	c125.00	2	9,500.00	c\$368.33	8	2,600.00	c25.00	-	-	
Dexter.....	Pen.	1,284,222	28	11,625.00	500.00	-	1	900.00	-	27	10,725.00	a500.00	-	-	
*Dixfield.....	Oxf.	383,312	44	5,550.00	131.33	350.00	3	2,625.00	625.00	40	2,865.00	141.66	1	60.00	
Dixmont.....	Pen.	247,565	23	2,735.00	52.75	-	-	-	-	23	2,735.00	a52.75	-	-	
Dover.....	Pis.	1,002,574	19	18,932.00	200.00	333.33	1	10,000.00	-	16	8,250.00	333.33	2	682.00	
Dresden.....	Lin.	347,901	5	15,200.00	1,278.97	†360.61	-	-	-	5	15,200.00	†360.61	-	-	
Drew Pl.....	Pen.	120,235	5	a10,255.00	40.00	120.05	1	s10,000.00	120.05	4	255.00	-	-	-	

BRIDGE INFORMATION, TABLE I—Continued.
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							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
*Falmouth.....	Cum.	\$1,307,050	18	\$55,475.00	\$150.00	\$107.00	2	\$33,275.00	—	15	\$17,700.00	\$107.00	1	\$4,500.00
*Farmingdale.....	Ken.	546,049	2	360.00	60.00	—	—	—	—	2	360.00	—	—	—
*Farmington.....	Fra.	1,893,617	28	28,490.00	7996.30	7781.65	2	19,000.00	—	26	9,490.00	—	—	—
Fayette.....	Ken.	225,320	25	607.00	81.21	—	—	—	—	25	607.00	—	—	—
*Flagstaff Pl.....	Som.	85,000	4	2,275.00	—	—	—	—	—	4	2,275.00	—	—	—
Forest City.....	Was.	12,319	5	2,900.00	19.25	—	—	—	—	5	2,900.00	\$19.25	—	—
Fort Fairfield.....	Aro.	2,013,506	20	30,890.00	1,600.00	—	1	27,000.00	\$1,000.00	19	3,890.00	\$600.00	—	—
Fort Kent.....	Aro.	469,131	†	—	—	—	—	—	—	1	6,000.00	—	—	—
Foxcroft.....	Pis.	810,706	30	11,350.00	—	—	—	—	—	28	10,850.00	—	2	500.00
*Frankfort.....	Wal.	297,194	20	19,400.00	50.00	833.33	1	6,000.00	—	15	10,800.00	—	4	2,600.00
Franklin.....	Han.	345,982	9	3,134.48	—	32.00	—	—	—	9	3,134.48	32.00	—	—
Freedom.....	Wal.	165,352	15	2,110.00	—	46.45	—	—	—	12	1,780.00	46.45	3	330.00
Freeman.....	Fra.	101,161	22	681.00	100.00	200.00	—	—	—	22	681.00	100.00	—	—
*Freeport.....	Cum.	1,399,581	23	13,025.00	—	—	2	1,150.00	—	21	11,875.00	—	—	—
Frenchville.....	Aro.	127,974	9	\$1,450.00	25.00	0.00	—	—	—	9	\$1,450.00	0.00	—	—

*Friendship.....	Kno.	231,323	7	3,500.00	71.04	43.90	-	-	-	7	3,500.00	43.90	-
Fryeburg.....	Oxf.	797,726	23	14,003.00	199.55	123.38	1	1,000.00	17.08	22	12,403.00	106.30	-
*Gardiner.....	Ken.	3,665,913	16	658,835.47	-	3,166.66	61	640,560.00	2,294.23	15	18,275.47	735.46	-
Garfield Pl.....	Aro.	96,948	1	50.00	-	-	-	-	-	1	50.00	-	-
Garland.....	Pen.	298,656	33	4,730.00	25.00	-	-	-	-	33	4,730.00	25.00	-
*Georgetown.....	Seg.	266,532	6	3,069.00	224.94	142.82	-	-	-	6	3,069.00	142.82	-
Gilead.....	Oxf.	127,743	14	10,595.00	304.53	200.15	1	4,000.00	32.99	13	6,595.00	167.16	-
Glenburn.....	Pen.	129,908	7	2,205.00	225.00	7.00	-	-	-	7	2,205.00	225.00	-
Glenwood Pl.....	Aro.	55,000	3	1,000.00	-	-	-	-	-	3	1,000.00	-	-
*Gorham.....	Cum.	1,517,492	31	30,150.00	903.50	951.35	1	3,000.00	-	30	27,150.00	951.35	-
Gouldsboro.....	Han.	332,871	16	2,385.00	400.00	-	-	-	-	16	2,385.00	400.00	-
Grafton.....	Oxf.	98,217	19	711.00	-	-	-	-	-	19	711.00	-	-
Grand Falls Pl.....	Pen.	66,120	3	1,200.00	100.00	-	-	-	-	3	1,200.00	100.00	-
Grand Isle.....	Aro.	122,711	14	1,455.00	-	-	-	-	-	14	1,455.00	-	-
Grand Lake Stream Pl.....	Was.	104,195	5	1,955.00	-	-	-	-	-	5	1,955.00	-	-
Gray.....	Cum.	554,340	24	12,700.00	152.79	600.00	-	-	-	24	12,700.00	600.00	-
Greenbush.....	Pen.	83,251	12	2,252.89	125.23	152.31	-	-	-	12	2,252.89	152.31	-
*Greene.....	And.	306,621	9	8,225.00	15.55	-	11	7,660.00	-	8	565.00	-	-
Greenfield.....	Pen.	43,803	2	200.00	60.00	47.50	-	-	-	2	200.00	47.50	-
Greenville.....	Pis.	488,966	1	3,200.00	210.50	30.40	1	3,200.00	-	-	-	-	-
Greenwood.....	Oxf.	183,030	38	7,750.00	142.89	-	-	-	-	38	7,750.00	142.89	-
*Guilford.....	Pis.	679,208	16	12,703.00	16.00	-	1	6,500.00	-	15	6,203.00	-	-
Hallowell.....	Ken.	1,490,298	3	4,400.00	0.00	200.00	-	-	-	2	1,600.00	200.00	1
Hamlin Pl.....	Aro.	89,173	7	1,575.00	-	140.00	-	-	-	7	1,575.00	140.00	-

† Falmouth; includes county bridge between Portland and Falmouth. Cost \$20,000. Falmouth \$5,000; Portland \$15,000. † Farmington; not separated for different kinds. † Fort Kent; report of expenditure dated Feb. 1, mentions one steel bridge costing \$6,000 built 1906.
 —State assessors report of 1905 states that this town has 25 bridges. † Frenchville; state aid received on 4 bridges. Total \$900. Gardiner; 2 spans and draw steel, 2 spans wood. † Gardiner; includes 75% of cost of Gardiner and Randolph bridge. State appropriated \$2,000 per year for repairs for 1907-8. † Expended 1906. † 2-5 Greene; 3-5 Turner.

BRIDGE INFORMATION, TABLE I—Continued.
Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

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							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.	
Hammond Pl.	Aro.	\$115,710	2	\$375.00	-	-	-	-	-	2	\$375.00	-	-	-	\$2,500.00
Hampden.	Pen.	764,828	24	10,300.68	\$383.80	-	-	-	-	22	7,800.68	-	2	-	-
Hancock.	Han.	310,299	5	2,125.00	-	-	1	\$1,000.00	-	4	1,125.00	-	-	-	-
Hanover.	Oxf.	81,007	7	650.00	50.00	-	-	-	-	7	650.00	\$50.00	-	-	-
Harmony.	Som.	232,093	29	7,545.00	215.53	\$167.46	1	1,500.00	\$15.04	28	6,045.00	167.46	-	-	-
*Harpwell.	Cum.	825,191	4	3,750.00	61.02	-	-	-	-	4	3,750.00	-	-	-	-
*Harrington.	Was.	234,183	25	11,912.78	50.00	-	1	3,334.22	500.00	14	6,901.00	-	10	-	1,677.56
*Harrison.	Cum.	437,290	13	3,108.00	75.00	35.00	5	2,398.00	30.00	6	410.00	10.00	2	-	300.00
*Hartford.	Oxf.	290,297	27	1,053.00	100.00	-	1	413.00	-	25	622.00	\$100.00	1	-	18.00
*Hartland.	Som.	481,155	19	11,315.00	450.00	300.00	2	5,000.00	-	15	2,815.00	300.00	2	-	3,500.00
Haynesville.	Aro.	70,743	4	\$5,000.00	0.00	100.00	-	-	-	4	\$5,000.00	100.00	-	-	-
*Hebron.	Oxf.	225,434	11	1,875.00	-	-	1	500.00	-	10	1,375.00	-	-	-	-
Heron.	Pen.	381,407	14	6,700.00	37.11	100.00	-	-	-	14	6,700.00	100.00	-	-	-
*Hersey.	Aro.	65,258	6	1,250.00	250.00	\$100.00	-	-	-	6	1,250.00	-	-	-	-
Highland Pl.	Som.	71,630	10	510.00	-	-	-	-	-	10	510.00	-	-	-	-

Maxfield.....	Pen.	31,780	1	30.00	-	-	-	-	1	30.00	-	-	-
Mayfield Pl.....	Som.	99,750	6	580.00	24.35	-	-	-	2	250.00	-	4	380.00
*Mechanics Falls.....	And.	881,089	6	5,510.00	-	-	3	4,360.00	3	1,150.00	-	-	-
Medybemps.....	Was.	29,773	11	776.00	2.00	-	-	-	1	776.00	-	-	-
Medford.....	Pis.	92,459	7	1,700.00	100.00	75.00	-	-	7	1,700.00	75.00	-	-
Medway.....	Pen.	60,407	5	1,900.00	46.93	77.53	-	-	5	1,900.00	77.53	-	-
*Mercer.....	Som.	169,496	25	2,595.00	200.00	200.00	-	-	10	740.00	150.00	15	1,855.00
Merrill Pl.....	Aro.	86,182	4	375.00	32.33	38.00	-	-	4	375.00	32.33	-	-
*Mexico.....	Orf.	592,373	10	160,247.36	209.73	175.00	6	159,537.36	4	710.00	50.00	-	-
*Milbridge.....	Was.	441,145	12	21,623.00	300.00	2,072.85	1	15,900.00	10	5,600.00	316.00	1	423.00
*Milford.....	Pen.	464,095	13	75,050.00	-	-	-	-	13	5,050.00	-	-	-
Millinoeket.....	Pen.	864,643	4	5,700.00	200.00	-	1	3,000.00	3	2,700.00	150.00	-	-
Milo.....	Pis.	990,639	24	30,050.00	132.22	c220.00	2	13,000.00	21	16,850.00	c220.00	1	200.00
Milton Pl.....	Orf.	65,713	12	479.50	-	-	-	-	12	479.50	-	-	-
*Minot.....	And.	346,748	27	14,516.70	73.38	247.98	5	8,441.70	22	6,075.00	231.83	-	-
Monhegan Pl.....	Lin.	38,475	No ne	-	-	-	-	-	-	-	-	-	-
Monmouth.....	Ken.	652,170	32	5,990.00	197.38	386.66	-	-	32	5,490.00	386.66	1	500.00
Monroe.....	Wal.	285,163	23	7,443.49	150.00	160.41	1	1,511.63	22	5,931.86	160.41	-	-
Monson.....	Pis.	256,748	21	1,706.00	50.00	c50.00	-	-	21	1,706.00	c50.00	-	-
Monticello.....	Aro.	389,618	7	74,250.00	35.00	-	-	-	7	74,250.00	-	-	-
Montville.....	Wal.	305,965	22	2,260.00	200.00	190.00	1	250.00	21	2,010.00	190.00	-	-
Moose River Pl.....	Som.	146,520	3	375.00	c25.00	-	-	-	3	375.00	c25.00	-	-
*Moro Pl.....	Aro.	55,964	7	1,535.00	-	-	-	-	7	1,535.00	-	-	-
Morrill.....	Wal.	123,006	8	2,345.00	75.00	-	-	-	6	2,140.00	-	2	205.00

^a Madawaska; state aid \$400 or more.
^b Madison and Anson iron bridge. Total cost \$31,827.
^c Mariaville; state aid \$1,300 in 1903-6.
^d Marshfield; averaged for 1905 and 1906.
^e Massardis; state aid \$1,000.
^f Mattawamkeag; state aid for maintenance \$750.00, 1906.
^g Mattawamkeag; includes cost of steel bridge built by state \$20,000.
^h Meddybemps; report 6 bridges but gives details for only one.
ⁱ Mexico; includes 2 toll bridges.
^j Milford; does not include the 2 bridges mentioned in chapt. 42 P. L. 1907. See Old Town.
^k Minot; expended 1906.
^l Monticello; state aid \$300 in 1887.
^m Expended 1907.

BRIDGE INFORMATION, TABLE I—Continued.

Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual maintenance cost for three years prior to 1907.	STEEL BRIDGES			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
Kingsfield.....	Fra.	\$372,599	23	\$4,950.00	\$347.29	-	1	\$3,100.00	-	22	\$1,850.00	-	-	-
Kingsman.....	Pen.	158,861	1	\$13,000.00	0.00	\$30.00	1	13,000.00	\$30.00	1	-	-	-	-
Kingsbury Pl.....	Pis.	96,000	7	560.00	-	-	-	-	-	7	560.00	-	-	-
Kittery.....	Yor.	860,522	48	16,770.00	1,000.	-	1	5,000.00	-	7	11,770.00	a1,000.00	-	-
Knox.....	Wal.	190,570	13	730.00	42.00	46.25	-	-	-	11	650.00	46.25	2	\$80.00
Lagrange.....	Pen.	223,355	16	1,600.00	30.00	-	-	-	-	5	350.00	a30.00	1	1,250.00
Lake View Pl.....	Pis.	157,620	No ne	-	-	-	-	-	-	-	-	-	-	-
Lakeville Pl.....	Pen.	138,750	4	125.00	19.00	c40.00	-	-	-	4	125.00	c40.00	-	-
Lambert Lake Twp.....	Was.	81,277	1	50.00	-	-	-	-	-	1	50.00	-	-	-
Lamoine.....	Han.	185,927	1	1,800.00	50.00	50.00	-	-	-	1	1,800.00	50.00	-	-
Lang Pl.....	Fra.	88,160	4	115.00	-	-	-	-	-	4	115.00	-	-	-
Lebanon.....	Yor.	396,224	39	23,890.00	495.73	423.89	1	6,000.00	a119.28	38	17,890.00	a376.45	-	-
Lee.....	Pen.	128,385	15	1,965.00	65.60	-	-	-	-	14	1,765.00	a65.60	1	200.00
*Leeds.....	And.	333,159	21	75,660.00	277.61	133.00	-	-	-	21	75,660.00	133.00	-	-
Levant.....	Pen.	243,634	27	3,485.00	-	-	-	-	-	27	3,485.00	-	-	-

*Lewiston.	And.	14,598,379	62	*115,030.50	-	3,608.37	2	*115,030.50	as 700.00	-	-	-	-
Lexington.....	Som.	82,650	22	8,470.00	-	-	-	-	-	22	8,470.00	-	-
Liberty.....	Wal.	204,730	12	1,165.00	37.44	-	-	-	-	12	1,165.00	37.44	-
Lily Bay Twp.....	Pis.	152,812	1	200.00	-	-	-	-	-	1	200.00	-	-
*Linneus.....	Yor.	453,771	19	2,600.00	125.58	183.33	-	-	-	17	2,325.00	183.33	2 275.00
Limestone.....	Aro.	424,489	16	2,535.00	122.70	333.33	-	-	-	16	2,535.00	333.33	-
*Limington.....	Yor.	331,075	17	12,880.81	419.53	290.13	1	4,661.42	18.12	15	8,129.14	272.01	1 90.25
Lincoln.....	Pen.	594,126	13	6,335.00	60.00	-	2	4,800.00	450.00	11	1,535.00	460.00	-
Lincoln Pl.....	Oxf.	140,171	3	44,698.00	-	-	-	-	-	3	44,698.00	-	-
Lincolnton.....	Wal.	308,007	24	5,550.00	69.51	-	1	600.00	-	11	2,400.00	-	12 2,550.00
Linneus.....	Aro.	263,551	12	2,125.00	-	-	-	-	-	12	2,125.00	-	-
*Lisbon.....	And.	2,312,717	24	130,350.00	400.00	-	3	110,900.00	-	20	19,050.00	-	1 400.00
*Litchfield.....	Ken.	358,630	24	9,075.00	200.00	-	-	-	-	20	8,225.00	200.00	4 750.00
Littleton.....	Aro.	363,831	10	3,500.00	100.00	4100.00	-	-	-	10	3,500.00	4100.00	-
*Livermore.....	And.	454,614	18	11,725.00	200.00	2229.19	2	110,125.00	-	16	1,600.00	-	-
Long Island Pl.....	Han.	26,270	No	Report	-	-	-	-	-	-	-	-	-
Lovell.....	Oxf.	393,580	11	8,120.00	150.00	166.66	-	-	-	11	8,120.00	166.66	-
Lowell.....	Pen.	72,614	8	2,985.00	-	1,589.00	1	1,400.00	1,457.00	7	1,585.00	132.00	-
Lubec.....	Was.	886,559	12	296.76	306.76	-	-	-	-	2	296.76	306.76	-
Ludlow.....	Aro.	110,941	2	450.00	0.00	8.33	-	-	-	2	450.00	8.33	-
Lyman.....	Yor.	349,664	12	5,400.00	-	-	-	-	-	12	5,400.00	-	-
Machias.....	Was.	847,833	12	6,275.00	-	365.98	-	-	-	12	6,275.00	365.98	-
Machiasport.....	Was.	132,629	13	15,490.00	900.00	-	-	-	-	13	15,490.00	-	-
Macwahoc Pl.....	Aro.	50,427	2	75,500.00	360.00	-	-	-	-	2	75,500.00	-	-

s Kingman; state aid \$5,000, county aid \$3,000.
R. R. † Lagrange; overhead bridge, costing \$5,000 built by B. & A. not included.
Turner included. † to each.
33 bridges, but gives cost of only two.
d Expended 1905.
h Lincoln Pl.; state aid 1897 \$1,500.
i Lisbon; includes † cost Durham bridge.
j Livermore; includes about † cost of E. Livermore bridge.
k Lubec; 15 bridges reported but details for only 2 given.
l Machiasport; this includes † the cost of the Machiasport and East Machias toll bridge. Total state aid \$8,000.
m Macwahoc Pl.; state aid. Both bridges built and maintained by state

a Expended 1907.
c Expended 1906.
f Leeds; toll bridge between Leeds and Lewiston; includes 50% cost North bridge also 50% cost truss bridge. Remainder Auburn.
g Lewiston; reports 1905.
h Lincoln Pl.; state aid 1897 \$1,500.
i Lisbon; includes † cost Durham bridge.
j Livermore; includes about † cost of E. Livermore bridge.
k Lubec; 15 bridges reported but details for only 2 given.
l Machiasport; this includes † the cost of the Machiasport and East Machias toll bridge. Total state aid \$8,000.
m Macwahoc Pl.; state aid. Both bridges built and maintained by state

BRIDGE INFORMATION, TABLE I—Continued.
Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual maintenance cost for three years prior to 1907.	STEEL BRIDGES			WOODEN BRIDGES			STONE OR CONCRETE BRIDGES	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
Madawaska.....	Aro.	\$195,526	27	\$2,227.00	-	\$83.33	5	-	-	27	\$2,227.00	\$83.33	-	-
*Madison.....	Som.	1,828,393	50	135,960.00	\$213.00	-	1	11,314.00	-	23	11,314.00	-	2	\$3,900.00
Madrid.....	Fra.	88,859	24	3,095.00	79.27	-	-	650.00	-	23	2,445.00	-	-	-
Magalloway Pl.....	Oxf.	199,745	3	5,200.00	-	-	-	-	-	3	5,200.00	-	-	-
*Manchester.....	Ken.	290,683	7	2,950.00	50.00	-	1	1,000.00	-	6	1,950.00	-	-	-
Mapleton.....	Aro.	270,748	9	2,283.00	100.00	100.00	-	-	-	9	2,283.00	100.00	-	-
*Mariaville.....	Han.	51,202	10	75,560.00	-	175.00	3	2,310.00	-	7	3,250.00	175.00	-	-
Marion.....	Was.	36,918	6	1,040.00	40.00	-	-	-	-	6	1,040.00	-	-	-
Marshfield.....	Was.	61,308	4	235.00	25.00	27.50	-	-	-	4	235.00	27.50	-	-
Mars Hill.....	Aro.	378,208	12	1,610.00	217.58	133.33	-	-	-	12	1,610.00	133.33	-	-
Masardis.....	Aro.	134,009	2	4,800.00	21.70	-	1	4,000.00	\$13.20	1	800.00	8.50	-	-
Mason.....	Oxf.	52,792	6	505.00	10.00	33.33	-	-	-	6	505.00	33.33	-	-
Mainicus Isle Pl.....	Kno.	38,712	None	-	-	-	-	-	-	-	-	-	-	-
Mattamiscotis Twp.....	Pen.	18,250	2	400.00	-	-	-	-	-	2	400.00	-	-	-
Mattawamkeag.....	Pen.	140,352	4	121,475.00	155.58	-	1	20,000.00	-	3	1,475.00	800.00	-	-

Maxfield.....	Pen.	31,730	1	30.00	-	-	-	-	-	1	30.00	-	-	-
Mayfield Pl.....	Som.	99,750	6	580.00	24.35	-	-	-	-	2	250.00	-	-	380.00
*Mechanics Falls.....	And.	861,089	6	5,510.00	-	-	3	4,380.00	-	3	1,150.00	-	-	-
Meddybemps.....	Was.	29,773	11	776.00	2.00	-	-	-	-	1	776.00	-	-	-
Medford.....	Pis.	92,459	7	1,700.00	100.00	75.00	-	-	-	7	1,700.00	75.00	-	-
Medway.....	Pen.	60,407	5	1,900.00	46.93	77.53	-	-	-	5	1,900.00	77.53	-	-
*Mercer.....	Som.	169,496	25	2,585.00	200.00	200.00	-	-	-	10	740.00	150.00	15	1,855.00
Merrill Pl.....	Aro.	86,182	4	375.00	32.33	38.00	-	-	-	4	375.00	32.33	-	-
*Mexico.....	Oxf.	592,373	10	160,247.36	209.73	175.00	6	159,537.36	125.00	4	710.00	50.00	-	-
*Milbridge.....	Was.	441,145	12	21,623.00	300.00	2,072.85	1	15,600.00	1,756.85	10	5,600.00	316.00	1	423.00
*Milford.....	Pen.	464,095	13	5,050.00	-	-	-	-	-	13	5,050.00	-	-	-
Millinocket.....	Pen.	864,643	4	5,700.00	200.00	-	1	3,000.00	50.00	3	2,700.00	150.00	-	-
Milo.....	Pis.	990,839	24	30,050.00	132.22	220.00	2	13,000.00	-	21	16,850.00	220.00	1	200.00
Milton Pl.....	Oxf.	65,713	12	479.50	-	-	-	-	-	12	479.50	-	-	-
*Minot.....	And.	346,748	27	14,516.70	73.38	247.98	5	8,441.70	249.45	22	6,075.00	231.83	-	-
Monhegan Pl.....	Lin.	38,475	No ne	-	-	-	-	-	-	-	-	-	-	-
Monmouth.....	Ken.	652,170	32	5,990.00	197.38	366.66	-	-	-	32	5,490.00	366.66	1	500.00
Monroe.....	Wal.	285,163	23	7,443.49	150.00	160.41	1	1,511.63	-	22	5,931.86	160.41	-	-
Monson.....	Pis.	256,748	21	1,708.00	50.00	250.00	-	-	-	21	1,708.00	250.00	-	-
Monticello.....	Aro.	386,618	7	14,250.00	35.00	-	-	-	-	7	14,250.00	-	-	-
Montville.....	Wal.	305,865	22	2,290.00	200.00	190.00	1	250.00	-	21	2,010.00	190.00	-	-
Moose River Pl.....	Som.	146,520	3	375.00	225.00	-	-	-	-	3	375.00	225.00	-	-
*Moro Pl.....	Aro.	55,964	7	1,535.00	-	-	-	-	-	7	1,535.00	-	-	-
Morrill.....	Wal.	123,006	8	2,345.00	75.00	-	-	-	-	6	2,140.00	-	2	205.00

^a Madawaska; state aid \$400 or more.
^b Madison and Anson iron bridge. Total cost \$31,827.
^c Marshfield; averaged for 1905 and 1906.
^d Mattawamkeag; state aid for maintenance \$750.00, 1908.
^e Mattawamkeag; includes cost of steel bridge built by state \$20,000.
^f Meddybemps; report 6 bridges but gives details for only one.
^g Mexico; includes 2 toll bridges.
^h Minot; expended 1906.
ⁱ Monticello; state aid \$300 in 1887.
^j Milford; does not include the 2 bridges mentioned in chapt. 42 P. L. 1907. See Old Town.

BRIDGE INFORMATION, TABLE I—Continued.
Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual maintenance cost for three years prior to 1907.	STEEL BRIDGES			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
Moscow.....	Som.	\$126,839	23	\$53,120.00	\$32.50	-	1	\$2,150.00	\$45.00	21	\$829.00	\$47.50	1	\$150.00
Mt. Chase.....	Pen.	68,156	3	800.00	-	-	-	-	-	3	800.00	-	-	-
Mt. Desert.....	Han.	1,875,243	13	5,850.00	-	-	2	1,100.00	-	7	2,300.00	-	4	2,450.00
*Mt. Vernon.....	Ken.	335,079	18	3,400.00	257.00	-	-	-	-	18	3,400.00	-	-	-
Muscle Ridge Pl.....	Kno.	35,000	None	-	-	-	-	-	-	-	-	-	-	-
*Naples.....	Cum.	274,597	17	13,725.00	85.75	-	1	6,000.00	25.00	15	7,425.00	60.75	1	300.00
Nashville Pl.....	Aro.	99,180	1	25.00	-	-	-	-	-	1	25.00	-	-	-
Newburg.....	Pen.	266,817	8	676.00	-	-	-	-	-	8	676.00	-	-	-
New Canada Pl.....	Aro.	49,579	5	1,800.00	200.00	200.00	-	-	-	5	1,800.00	200.00	-	-
*Newcastle.....	Lin.	681,740	20	18,875.00	845.00	316.66	1	4,875.00	-	18	13,600.00	316.66	1	200.00
*Newfield.....	Yor.	222,990	21	6,105.00	40.00	58.33	1	600.00	-	17	4,755.00	58.33	3	750.00
New Gloucester.....	Cum.	1,270,951	20	7,800.00	30.00	-	-	-	-	20	7,800.00	-	-	-
New Limerick.....	Aro.	162,096	9	74,503.97	52.92	45.04	1	953.97	\$37.62	8	73,550.00	45.04	-	-
*Newport.....	Pen.	709,638	9	21,098.55	406.34	439.49	5	17,299.70	173.95	4	3,788.85	265.54	-	-
New Portland.....	Som.	271,662	24	15,350.00	350.00	385.00	2	9,040.00	-	22	6,310.00	385.00	-	-

BRIDGE INFORMATION, TABLE I—Continued.
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Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual maintenance cost for three years prior to 1907.	STEEL BRIDGES.			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
No. 1, R. 5.....	Aro.	\$95,309	2	\$240.00	-	-	-	-	-	2	\$240.00	-	-	-
No. 7, R. 5.....	Aro.	110,208	No ne.	-	-	-	-	-	-	1	40.00	-	-	-
No. 8, R. 5.....	Aro.	96,813	1	40.00	-	-	-	-	-	-	-	-	-	-
No. 9, R. 5.....	Aro.	72,136	3	155.00	-	-	-	-	-	3	155.00	-	-	-
No. 17, R. 5.....	Aro.	56,309	No ne.	-	-	-	-	-	-	1	350.00	-	-	-
No. 14, R. 6.....	Aro.	91,680	1	350.00	-	-	-	-	-	-	-	-	-	-
No. 15, R. 6.....	Aro.	91,660	No ne.	-	-	-	-	-	-	-	-	-	-	-
No. 1, N. D. B. P.....	Pen.	60,720	1	600.00	-	-	-	-	-	1	600.00	-	-	-
No. 2, R. 6.....	Pen.	154,558	No ne.	-	-	-	-	-	-	-	-	-	-	-
No. 1, R. 7.....	Pen.	112,280	No ne.	-	-	-	-	-	-	-	-	-	-	-
No. 2, R. 7.....	Pen.	120,905	1	400.00	-	-	-	-	-	1	400.00	-	-	-
No. 18, E. D.....	Was.	39,490	1	60.00	-	-	-	-	-	1	60.00	-	-	-
No. 24.....	Was.	45,600	No ne.	-	-	-	-	-	-	-	-	-	-	-
No. 29.....	Was.	62,880	2	50.00	-	-	-	-	-	2	50.00	-	-	-
No. 31.....	Was.	74,481	4	765.00	-	-	-	-	-	4	765.00	-	-	-

COMMISSIONER OF HIGHWAYS.

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Oakfield.....	Aro.	104,060	23,450.00	5.00	90.00	1	2,000.00	-	9	1,450.00	90.00	-
Oakland.....	Ken.	992,858	15,444.00	-	-	3	13,244.00	-	3	2,200.00	-	-
*Old Orchard.....	Yor.	1,085,105	3,700.00	25.00	33.33	1	1,150.00	-	9	2,550.00	33.33	-
*Old Town.....	Pen.	2,061,885	233,851.00	357.81	616.96	-	-	-	14	83,851.00	616.96	-
Orient.....	Aro.	71,465	33.00	0.00	12.00	-	-	-	3	33.00	12.00	-
*Orland.....	Han.	274,465	5,515.00	100.00	122.03	1	1,300.00	c160.00	21	4,125.00	100.00	-
Orneville.....	Pia.	108,365	390.00	40.00	47.50	-	-	-	7	390.00	47.50	-
Orono.....	Pen.	1,087,804	8,000.00	150.00	-	-	-	-	1	8,000.00	-	-
Orrington.....	Pen.	416,305	4,525.00	133.67	-	-	-	-	13	4,525.00	133.67	-
Otis.....	Han.	36,812	1,780.00	0.00	45.00	-	-	-	11	1,780.00	45.00	-
*Otisfield.....	Cum.	245,417	1,463.50	175.00	-	1	500.00	-	14	932.50	-	30.00
Oxbow Pl.....	Aro.	70,000	500.00	-	-	-	-	-	1	500.00	-	-
*Oxford.....	Oxf.	480,546	23,925.00	381.10	-	2	5,500.00	-	22	18,425.00	-	-
Palermo.....	Wal.	210,375	1,723.00	20.00	-	-	-	-	13	1,423.00	-	285.00
Palmyra.....	Som.	346,528	4,255.00	250.00	150.00	1	1,750.00	-	17	2,505.00	150.00	-
Paris.....	Oxf.	1,421,674	12,450.00	400.00	-	4	6,450.00	-	32	6,000.00	-	-
Parkman.....	Pia.	232,882	4,750.00	88.75	-	-	-	-	15	4,750.00	a88.75	-
Parlin Pond Twp.....	Som.	99,220	100.00	-	-	-	-	-	2	100.00	-	-
*Parsonsfield.....	Yor.	446,706	6,835.00	-	-	21	5,410.00	-	19	1,425.00	-	-
Passadumkeag.....	Pen.	95,531	6,350.00	-	-	1	2,000.00	-	4	4,350.00	-	-
Patten.....	Pen.	598,215	2,701.00	380.00	265.00	-	-	-	20	2,701.00	265.00	-
Pembroke.....	Was.	340,674	9,376.00	-	-	-	-	-	13	2,876.00	-	6,500.00
*Penobscot.....	Han.	286,907	1,805.00	53.75	-	-	-	-	3	630.00	a30.00	1,175.00
Perham.....	Aro.	158,746	560.00	-	-	-	-	-	8	560.00	-	-

* Oakfield; state aid \$1,250. † Old Town; includes estimated total cost of the 2 bridges mentioned in chap. 42 P.L. 1907. c Orland; expended 1906.

a Expended 1907.

BRIDGE INFORMATION, TABLE I—Continued.
Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual maintenance cost for three years prior to 1907.	STEEL BRIDGES			WOODEN BRIDGES			STONE OR CONCRETE BRIDGES	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
Perkins.....	Sag.	\$41,427	No ne.		-	-	-	-	-	-	-	-	-	-
Perkins Twp.....	Fra.	24,028	8	\$1,190.00	-	-	1	\$900.00	-	7	\$990.00	-	-	-
Perry.....	Was.	182,518	6	2,650.00	\$200.00	\$66.66	-	-	-	6	2,650.00	\$66.66	-	-
*Peru.....	Oxf.	253,641	122	6,120.00	-	200.00	3	3,160.00	-	19	2,960.00	200.00	-	-
Phillips.....	Fra.	609,365	42	12,776.00	696.30	-	-	-	-	42	12,776.00	696.30	-	-
*Phippsburg.....	Sag.	419,203	11	2,015.00	500.00	-	-	-	-	11	2,015.00	6400.00	-	-
*Pittsfield.....	Som.	1,513,498	25	31,325.00	-	-	5	23,600.00	-	20	7,725.00	-	-	-
*Pittston.....	Ken.	467,750	23	6,375.00	150.00	150.00	-	-	-	23	6,375.00	150.00	-	-
Pleasant Ridge Pl.....	Som.	60,462	21	778.00	75.00	75.00	-	-	-	21	778.00	75.00	-	-
*Plymouth.....	Pen.	178,672	11	9,975.00	184.00	94.00	1	1,800.00	-	10	8,175.00	94.00	-	-
*Poland.....	And.	898,081	11	5,950.00	60.00	6125.00	2	3,700.00	696.00	7	1,850.00	-	2	400.00
Portage Lake Pl.....	Aro.	132,706	No ne.		-	-	-	-	-	-	-	-	-	-
*Porter.....	Oxf.	236,767	14	4,135.00	40.00	71.66	14	4,135.00	71.66	-	-	-	-	-
*Portland.....	Cum.	54,798,286	11	1108,270.66	3,612.49	3,157.68	5	11588,966.13	1,697.64	4	10,905.00	-	2	26,399.53
Pownal.....	Cum.	264,674	19	5,900.00	63.76	159.25	1	500.00	-	18	5,400.00	159.25	-	-

*Topham.....	Sag.	1,198,347	13	\$11,841.00	350.00	1,300.00	3	9,807.00	800.00	10	2,034.00	500.00	-
*Tremont.....	Han.	253,666	6	2,720.00	100.00	138.79	-	-	-	6	2,720.00	138.79	-
*Trenton.....	Han.	134,745	11	6,440.00	73.14	33.33	-	-	-	11	6,440.00	33.33	-
TreScott.....	Was.	59,360	14	1,500.00	12.00	35.71	-	-	-	14	1,500.00	35.71	-
Troy.....	Wal.	271,164	8	2,125.00	50.00	62.50	-	-	-	8	2,125.00	62.50	-
*Turner.....	And.	893,062	19	426,965.00	607.00	455.00	9	22,900.00	6425.00	10	3,975.00	6182.00	-
*Union.....	Kno.	509,581	34	13,202.00	2,500.00	1,650.00	3	4,562.00	c1,000.00	28	8,265.00	1,330.00	3
Unity.....	Wal.	335,804	21	4,965.00	250.00	300.00	1	1,700.00	-	20	3,265.00	300.00	-
Unity Pl.....	Ken.	15,767	No ne	-	-	-	-	-	-	-	-	-	-
Upton.....	Oxf.	119,922	15	639.00	65.00	85.00	-	-	-	5	639.00	85.00	-
Van Buren.....	Aro.	583,842	5	1,800.00	-	-	-	-	-	5	1,800.00	-	-
Vanceboro.....	Was.	161,087	2	100.00	0.00	0.00	-	-	-	2	100.00	0.00	-
Vassalboro.....	Ken.	1,042,198	7	6,100.00	-	c250.00	-	-	-	1	300.00	-	6
Veasie.....	Pen.	264,054	No ne	-	-	-	-	-	-	-	-	-	-
*Verona.....	Han.	68,167	1	6,940.00	682.05	164.83	-	-	-	1	6,940.00	164.83	-
*Vienna.....	Ken.	127,562	5	850.00	75.00	75.00	-	-	-	5	850.00	75.00	-
Vinalhaven.....	Kno.	701,318	5	5,409.65	-	d200.00	-	-	-	1	2,690.00	-	4
Wade Pl.....	Aro.	81,133	6	1,177.36	-	-	-	-	-	5	1,025.00	-	11
Waite.....	Was.	24,773	1	75.00	-	-	-	-	-	1	75.00	-	-
Waldo.....	Wal.	144,508	9	1,950.00	50.00	-	-	-	-	9	1,950.00	-	-
*Waldoboro.....	Lin.	1,066,962	55	32,023.00	975.75	-	3	8,920.00	-	48	19,953.00	-	4
Wales.....	And.	212,026	10	2,500.00	300.00	a300.00	-	-	-	10	2,500.00	a300.00	-
Wallagass Pl.....	Aro.	66,684	4	m1,475.00	15.25	c150.00	-	-	-	4	m1,475.00	c150.00	-
*Walham.....	Han	78,250	5	3,500.00	-	c300.00	1	600.00	-	4	2,900.00	-	-

† Strong; wire cable suspension bridge. ‡ Trenton; includes Toll bridge. c Expended 1904. d Expended 1905. e Expended 1906. f Topham; includes 334,559 of cost of Topham and Brunswick bridge. g Troy; averaged 1904-5. h Turner; includes cost of Toll bridge between Turner and Leeds, also includes 2-5 cost of bridge between Turner and Greece. i Upton; the Berlin Mills Co. built a new bridge this year which they own and maintain. j Veasie; overhead bridge owned and maintained by M. C. R. R. and B. O. & O. R. R. k Verona; drawbridge; total cost \$14,980.25. Buckport \$8,140.20. Verona \$6,840.00. State aid for maintenance \$400, 1907. d Expended 1905. l Wade Pl.; State aid \$76.18. m Wallagass Pl.; State aid \$300.

BRIDGE INFORMATION, TABLE I—Continued.
Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual maintenance cost for three years prior to 1907.	STEEL BRIDGES.			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.		
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.	
St. George.....	Kno.	\$400,713	4	\$3,300.00	\$0.00	-	-	-	-	4	\$3,300.00	-	-	-	
St. John Pl.....	Aro.	57,220	6	1,252.00	375.00	\$107.00	-	-	-	6	1,252.00	\$107.00	-	-	
Salem.....	Fra.	62,779	15	1,915.00	40.00	127.00	-	-	-	15	1,915.00	40.00	-	-	
Sandy River Pl.....	Fra.	92,160	9	830.00	115.00	-	-	-	-	8	680.00	45.00	1	\$150.00	
Sandy Bay Twp.....	Som.	89,875	6	100.00	15.00	15.00	-	-	-	6	100.00	15.00	-	-	
*Sanford.....	Yor.	3,385,234	22	46,000.00	-	366.66	3	\$15,500.00	\$7.50	17	22,500.00	366.66	2	8,000.00	
*Sangerville.....	Pis.	539,083	18	8,150.00	-	200.00	1	5,000.00	-	17	3,150.00	200.00	-	-	
*Scarboro.....	Cum.	1,130,243	21	7,850.00	250.00	300.00	-	-	-	17	6,150.00	300.00	4	1,700.00	
Searsmont.....	Wal.	329,434	20	4,320.00	-	-	2	700.00	\$580.00	18	3,620.00	-	-	-	
Searsport.....	Wal.	696,578	3	4,300.00	-	191.66	-	-	-	1	300.00	191.66	2	4,000.00	
Sebago.....	Cum.	173,599	3	345.00	-	10.00	-	-	-	3	345.00	10.00	-	-	
*Sebec.....	Pis.	174,903	23	4,875.00	300.00	316.66	-	-	-	23	4,875.00	316.66	-	-	
Seboeis Pl.....	Pen.	92,869	1	700.00	-	-	-	-	-	1	700.00	-	-	-	
*Sedgwick.....	Han.	219,456	2	1,325.00	0.00	No data	-	-	-	-	-	-	2	1,325.00	
*Shapleigh.....	Yor.	242,586	16	5,775.00	28.50	105.62	1	500.00	-	14	2,775.00	105.62	1	2,500.00	

COMMISSIONER OF HIGHWAYS.

[illegible]

^a Washburn: state aid \$3,000. ^o Waterville: 1 private suspension foot-bridge not included. [†] Waterville: includes 4-5 cost of Ticonic bridge. ^b \$29,024. Total cost \$36,280. ^a Expended 1907. ^d Expended 1905. ^c Expended 1908. ^e Williamsburg: expended 1904. ^f Windham: includes Windham fractional part of 4 bridges with Gorham. Also [†] cost 2 bridges Windham and Standish. [†] Winn: averaged 1905 and 1906. ^g Winslow: includes 1-5 cost Ticonic bridge \$7,236. Total cost \$36,280. ^{AW} Winthrop: cost of M. C. R. R. overhead bridge not included. ^{††} Wisconsin: includes total amount Sheepsfoot bridge \$20,250. State aid \$17,000. Maintenance Wisconsin 8-20; Boothbay Harbor 4-20; Southport 1-20. \$3,000 of cost paid by above towns in same proportion as maintained.

BRIDGE INFORMATION, TABLE I—Continued.
Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual main-tenance cost for three years prior to 1907.	STEEL BRIDGES.			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
*Stonington.....	Han.	\$389,937	2	\$375.00	\$25.00	\$25.00	1	\$425.00	-	1	\$450.00	\$25.00	-	-
Stow.....	Oxf.	137,826	10	2,605.56	50.00	233.33	-	-	-	10	2,605.56	233.33	-	-
Strong.....	Fra.	282,225	17	7,972.00	-	-	1	17,000.00	-	15	942.00	-	1	\$30.00
Sullivan.....	Han.	337,867	8	2,250.00	40.00	30.00	-	-	-	-	-	-	8	2,250.00
*Sumner.....	Oxf.	279,644	27	1,179.00	85.00	-	1	425.00	-	22	622.00	-	4	132.00
Surry.....	Han.	191,351	10	2,275.00	26.50	25.00	-	-	-	10	2,275.00	-	-	-
Swan's Island.....	Han.	132,570	2	50.00	-	-	-	-	-	2	50.00	-	-	-
Swanville.....	Wal.	151,878	3	700.00	-	-	-	-	-	-	-	-	3	700.00
Sweden.....	Oxf.	167,742	11	1,510.00	-	-	-	-	-	5	810.00	-	6	700.00
Talmage.....	Was.	59,072	2	140.00	100.00	45.00	-	-	-	2	140.00	45.00	-	-
Temple.....	Fra.	138,010	34	1,307.00	71.50	63.70	-	-	-	34	1,307.00	63.70	-	-
*The Forks Pl.	Som.	88,160	4	1,080.00	81.40	32.00	-	-	-	4	1,080.00	81.40	-	-
*Thomaston.....	Kno.	1,265,441	12	16,093.00	256.95	550.00	2	2,243.00	126.00	10	13,850.00	350.00	-	-
Thorndike.....	Wal.	214,038	22	1,901.85	34.85	-	-	-	-	21	1,876.85	34.85	1	26.00
Topsfield.....	Was.	95,849	10	1,200.00	100.00	-	-	-	-	9	1,000.00	100.00	1	200.00

TABLE II.—*Towns reporting bridges 150 feet and over in length, showing distribution as to length and cost.*

Town.	County.	Over 400 feet.		300 to 400 ft.		275 to 300 ft.		250 to 275 ft.		225 to 250 ft.		200 to 225 ft.		175 to 200 ft.		150 to 175 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Addison.....	Was.	1	\$5,000.00	—	—	1	\$1,000.00	—	—	—	—	—	—	a3	\$5,500.00	—	—
Anson.....	Som.	—	—	62	\$15,609.00	—	—	—	—	—	—	—	—	—	—	—	—
A. Range 7.....	Pen.	—	—	1	2,000.00	—	—	—	—	—	—	—	—	—	—	—	—
Arrowsic.....	Sag.	11-572 ft.	5,000.00	—	—	c1	1,556.00	—	—	—	—	—	—	—	—	—	—
Ashland.....	Aro.	1-418 ft.	5,000.00	—	—	—	—	—	—	—	—	—	—	1	\$1,500.00	—	—
Atkinson.....	Pis.	—	—	—	—	—	—	1	\$650.00	—	—	—	—	d1	3,000.00	—	—
Auburn.....	And.	e1-715 ft.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Auburn.....	And.	f1-602 ft.	81,735.37	1	7,474.44	—	—	—	—	—	—	—	—	—	—	—	—
Augusta.....	Ken.	1-410 ft.	30,377.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Baileysville.....	Was.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Baldwin.....	Cum.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bancroft.....	Aro.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bangor.....	Pen.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Baring.....	Was.	t1-847 ft.	75,332.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bath.....	Sag.	k1-415 ft.	800.00	11	2,400.00	—	—	—	—	1	14,000.00	1	\$8,500.00	—	—	1	4,000.00

a One—Addison t, Jonesport t. b Anson; a toll bridge, Anson t, Madison t; One—Anson t, Madison t. State aid in building; \$5000. c Arrowsic; 114 ft., Arrowsic; 31 ft. Georgetown. t toll bridge. d Atkinson t, Sebec t. e Auburn t, Lewiston t. f Auburn 38½%, Lewiston 61½%. g Baileyville t, H. F. Eaton & Sons, t. h Baldwin t, Cornish t. i Bangor 4-5, Brewer 1-5. j Baring t, Province of N. B. t. k Bath 115 ft., Phippsburg 300 ft. l Bath; lawsuit now pending as to liability.

BRIDGE INFORMATION, TABLE I—Continued.
Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual main-tenance cost for three years prior to 1907.	STEEL BRIDGES.			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
*Warren.....	Kno.	\$839,256	19	\$19,013.92	\$1,000.00	\$1,000.00	—	—	—	19	\$19,013.92	\$1,000.00	—	—
Washburn.....	Aro.	283,867	13	\$16,560.00	—	217.00	1	\$15,000.00	—	12	1,560.00	77.00	—	—
*Washington.....	Kno.	271,606	25	9,205.00	—	96.66	—	—	—	24	8,905.00	96.66	1	\$300.00
Washington Twp.....	Fra.	5,292	5	360.00	—	—	—	—	—	5	360.00	—	—	—
*Waterboro.....	Yor.	365,383	50	1,431.27	—	150.00	—	—	—	50	1,431.27	150.00	—	—
Waterford.....	Oxf.	307,012	40	17,053.73	—	—	6	7,008.73	—	16	3,945.00	—	18	6,100.00
*Waterville.....	Ken.	6,278,494	16	\$46,349.00	833.33	833.33	3	32,224.00	—	12	13,750.00	—	1	375.00
Wayne.....	Ken.	234,111	13	2,380.00	—	—	—	—	—	10	1,630.00	—	3	750.00
Webster.....	And.	545,952	10	2,100.00	—	75.00	—	—	—	10	2,100.00	75.00	—	—
Webster Pl.....	Pen.	52,500	1	457.74	—	—	—	—	—	1	457.74	—	—	—
Weld.....	Fra.	244,098	42	8,730.00	300.00	\$300.00	1	1,500.00	\$37.50	41	7,230.00	300.00	—	—
Wellington.....	Pis.	125,358	10	1,395.00	620.00	50.00	—	—	—	10	1,395.00	50.00	—	—
*Wells.....	Yor.	950,499	28	14,600.00	400.00	—	—	—	—	28	14,600.00	—	—	—
Wesley.....	Was.	46,309	7	126.72	—	\$16.14	—	—	—	7	126.72	\$16.14	—	—
*West Bath.....	Sag.	163,571	2	1,360.00	150.00	\$125.00	—	—	—	1	1,200.00	\$125.00	1	150.00

Westbrook.....	Cum.	4,550,649	9	29,200.00	185.00	575.00	3	22,000.00	150.00	6	7,200.00	35.00	-
Westfield.....	Aro.	151,511	7	665.00	12.00	8.00	-	-	-	7	665.00	8.00	-
*West Forks Pl.....	Som.	97,338	1	1,000.00	-	-	-	-	-	1	1,000.00	-	-
West Gardiner.....	Ken.	307,723	13	6,655.00	167.60	150.00	-	-	-	13	6,655.00	150.00	-
Westmanland Pl.....	Aro.	99,180	1	75.00	-	-	-	-	-	1	75.00	-	-
Weston.....	Aro.	65,170	Non e	-	-	-	-	-	-	-	-	-	-
Westport.....	Lin.	91,159	3	1,250.00	35.00	97.08	-	-	-	3	1,250.00	97.08	-
Whitefield.....	Lin.	415,983	29	4,395.00	250.00	250.00	-	-	-	29	4,395.00	250.00	-
Whiting.....	Was.	100,847	15	1,475.00	-	-	-	-	-	15	1,475.00	-	-
Whitneyville.....	Was.	55,093	7	11,780.00	175.00	226.66	-	-	-	7	11,780.00	226.66	-
Williamsburg.....	Pis.	51,655	3	150.00	-	652.00	-	-	-	3	150.00	652.00	-
Willimantic.....	Pis.	81,833	8	4,825.00	-	-	-	-	-	8	4,825.00	-	-
Wilton.....	Fra.	950,212	23	6,200.00	-	-	1	1,000.00	-	22	5,200.00	-	-
Windham.....	Cum.	1,098,155	31	738,900.00	1,000.00	1,000.00	6	16,900.00	-	20	18,300.00	1,000.00	5 4,000.00
Windsor.....	Ken.	251,441	13	3,495.00	70.00	75.00	-	-	-	13	3,495.00	75.00	-
Winn.....	Pen.	164,102	2	750.00	-	180.00	-	-	-	2	750.00	180.00	-
*Winslow.....	Ken.	2,304,504	25	942,546.00	-	-	3	933,421.00	-	20	8,125.00	-	2 1,000.00
Winter Harbor.....	Han.	499,238	3	3,525.00	66.10	6600.00	-	-	-	3	3,525.00	6600.00	-
*Winterport.....	Wal.	564,219	28	5,550.00	200.00	200.00	-	-	-	19	3,375.00	200.00	9 2,175.00
Winterville Pl.....	Aro.	88,320	Non e	-	-	-	-	-	-	-	-	-	-
Winthrop.....	Ken.	1,293,511	14	144,350.00	300.00	250.00	1	800.00	-	12	3,250.00	250.00	1 300.00
*Wiscasset.....	Lin.	480,972	23	1132,925.00	500.00	738.00	-	-	-	23	1132,925.00	738.00	-
Woodland.....	Aro.	237,133	22	1,755.00	47.21	200.00	-	-	-	22	1,755.00	200.00	-
Woodstock.....	Oxf.	271,014	27	885.39	54.10	-	2	342.70	-	24	535.29	54.10	1 17.40

* Washburn; state aid \$3,000. ^a Waterville; 1 private suspension foot-bridge not included. [†] Waterville; includes 4-5 cost of Ticonic bridge \$29,024. Total cost \$36,280. ^c Expended 1907. ^d Expended 1905. ^e Expended 1906. ^f Williamsburg; expended 1904. ^g Windham; includes Windhams fractional part of 4 bridges with Gorham. Also ^h cost 2 bridges Windham and Standish. ⁱ Winn; averaged 1905 and 1906. ^j Winslow; includes 1-5 cost Ticonic bridge \$7,256. Total cost \$36,280. ^k Winthrop; cost of M. C. R. R. overhead bridge not included. ^l Wiscasset; includes total amount Sheepscot bridge \$20,250. State aid \$17,000. Maintenance Wiscasset 8-20; Edgcomb 4-20; Boothbay 3-20; Boothbay Harbor 4-20; Southport 1-20. \$3,000 of cost paid by above towns in same proportion as maintained.

BRIDGE INFORMATION, TABLE I—Concluded.

Towns marked with a star (*) report joint bridges; tables II, III and IV must be consulted for details of ownership.

Town.	County.	Valuation.	Total number of bridges.	Estimated or known total cost.	Maintenance cost for 1907.	Average annual maintenance cost for three years prior to 1907.	STEEL BRIDGES			WOODEN BRIDGES.			STONE OR CONCRETE BRIDGES.	
							Number of steel or iron bridges.	Cost of steel or iron bridges.	Average annual maintenance cost of same.	Number of wooden bridges.	Cost of wooden bridges.	Average annual maintenance cost of same.	Number of stone or concrete bridges.	Cost of stone or concrete bridges.
Woodville.....	Pen.	\$53,211	5	\$300.00	-	-	-	-	-	5	\$300.00	-	-	-
*Woolwich.....	Sag.	341,994	25	3,147.00	\$46.17	-	-	-	-	25	3,147.00	-	-	-
Wyman Twp.....	Fra.	59,380	2	205.00	-	-	-	-	-	2	205.00	-	-	-
*Yarmouth.....	Cum.	1,486,238	7	14,900.00	800.00	\$432.33	4	\$12,500.00	\$233.33	3	2,400.00	\$200.00	-	-
York.....	Yor.	2,497,337	27	27,785.00	1,100.00	2,800.00	-	-	-	27	27,785.00	2,800.00	-	-
Totals.....			6,819	\$5,276,644.21			426	\$2,718,859.63		6,088	\$2,273,876.74		305	\$283,907.90

553 Cities, towns, plantations and county commissioners for unorganised townships reported the total known or estimated cost of bridges as \$5,276,644.21
3 towns and 3 plantations made no report.

353 towns reported the total maintenance cost of bridges for the year 1907 as \$99,340.77.

The same 353 towns reported the known or estimated cost of bridges, maintained by \$99,340.77, as \$3,926,011.39.

No maintenance cost was reported for stone or concrete bridges.

BRIDGE INFORMATION.

TABLE II.—*Towns reporting bridges 150 feet and over in length, showing distribution as to length and cost.*

Town.	County.	Over 400 feet.			300 to 400 ft.			275 to 300 ft.			250 to 275 ft.			225 to 250 ft.			200 to 225 ft.			175 to 200 ft.			150 to 175 ft.		
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Addison.....	Was.	1	\$5,000.00	—	—	—	—	1	\$1,000.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Anson.....	Som.	—	—	62	\$15,609.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
A. Range 7.....	Pen.	—	—	1	2,000.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Arrowsic.....	Sag.	11-572 ft.	5,000.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ashland.....	Aro.	1-418 ft.	5,000.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Atkinson.....	Fis.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Auburn.....	And.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Auburn.....	And.	—	81,735.37	1	7,474.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Augusta.....	Ken.	1-410 ft.	30,377.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Baileysville.....	Was.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Baldwin.....	Cum.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bancroft.....	Aro.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bangor.....	Pen.	41-847 ft.	75,332.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Baring.....	Was.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bath.....	Sag.	41-415 ft.	800.00	11	2,400.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

^a One—Addison [‡], Jonesport [‡]. ^b Anson; a toll bridge, Anson [‡], Madison [‡]; One—Anson [‡], Madison [‡]. State aid in building; \$5000. ^c Arrowsic; 114 ft., Arrowsic; 91 ft., Georgetown. [†] toll bridge. ^d Atkinson [‡], Sebec [‡]. ^e Auburn [‡], Lewiston [‡]. ^f Auburn 38½%, Lewiston 61½%. ^g Baileyville [‡], H. F. Eaton & Sons, [‡]. ^h Baldwin [‡], Cornish [‡]. ⁱ Bangor 4-5, Brewer 1-5. ^j Baring [‡], Province of N. B. [‡]. ^k Bath 115 ft., Phippsburg 300 ft. ^l Bath; lawsuit now pending as to liability.

BRIDGE INFORMATION, TABLE II—Continued.
Towns reporting bridges 150 feet and over in length, showing distributions as to length and cost.

Town.	County.	Over 400 feet.		300 to 400 ft.		275 to 300 ft.		250 to 275 ft.		225 to 250 ft.		200 to 225 ft.		175 to 200 ft.		150 to 175 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Belfast.....	Wal.	\$1-1,166ft.	\$7,500 00	-	-	1	\$3,000 00	-	-	-	-	-	-	-	-	-	-
Benton.....	Ken.	-	-	21	\$3,585 25	-	-	71	\$16,770 12	-	-	-	-	-	-	-	-
Bethel.....	Oxf.	1-404 ft.	27,000 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bideford.....	Yor.	-	-	12	20,875 00	11	8,500 00	-	-	10	11,000 00	11	7,500 00	1	4,500 00	-	-
Bingham.....	Som.	m1-477 ft.	13,935 97	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Blaine.....	Aro.	-	-	-	-	-	-	-	-	1	500 00	1	950 00	-	-	-	-
Bluehill.....	Han.	-	-	-	-	-	-	-	-	1	500 00	2	3,200 00	-	-	-	-
Boothbay.....	Lin.	1-412 ft.	1,800 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boothbay W.....	Lin.	1-563 ft.	2,500 00	-	-	1	2,000 00	-	-	-	-	-	-	-	-	-	-
Boothbay Harbor..	Lin.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Brewer.....	Pen.	p1-847 ft.	18,883 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridgewater.....	Aro.	-	-	1	1,500 00	-	-	-	-	-	-	-	-	-	-	-	-
Brooklin.....	Han.	-	-	-	-	-	-	-	-	d1	1,075 00	-	-	-	-	-	-
Brooksville.....	Han.	-	-	1	1,500 00	-	-	-	-	-	-	1	1,000 00	-	-	-	-
Brownfield.....	Oxf.	-	-	-	-	-	-	-	-	-	-	1	2,500 00	-	-	-	-
Brownville.....	Pis.	-	-	-	-	-	-	-	-	1	3,800 00	-	-	-	-	1	5,000 00

COMMISSIONER OF HIGHWAYS.

Brunswick.....	Cum.	61-587 ft.	17,389.79	††1	1,200.00	-	-	-	‡1	1,300.00	-	-	-	-
Bucksport.....	Haa.	e1-401 ft.	8,160.00	-	-	-	-	-	-	-	r2	10,000.00	a1	2,000.00
Burnham.....	Wal.	-	-	-	-	-	-	-	-	-	-	-	-	4,000.00
Calais.....	Was.	f1-435 ft.	43,000.00	w2	6,500.00	-	-	-	-	-	-	-	-	-
Camden.....	Kno.	-	-	2	9,300.00	-	-	-	-	-	-	-	-	-
Canton.....	Oxf.	v1-463ft.	17,000.00	-	-	-	-	-	-	-	-	-	-	-
Caribou.....	Aro.	1-480 ft.	18,000.00	-	-	-	-	-	2	4,300.00	-	-	1	4,000.00
Cherryfield.....	Was.	-	-	-	-	-	-	-	-	-	-	-	-	-
Chester ville.....	Fra.	-	-	-	-	-	-	-	-	-	-	-	-	-
Clinton.....	Ken.	-	-	-	-	-	-	-	-	-	-	-	-	-
Concord.....	Som.	y1-423	11,435.97	-	-	-	-	-	-	-	-	-	-	-
Cornish.....	Yor.	-	-	-	z1	4,548.90	-	-	-	-	-	-	&1	1,032.76
Cushing.....	Kno.	-	-	-	-	-	-	-	-	-	-	-	-	-
Cyr Pl.....	Aro.	f1-444	2,500.00	-	-	-	-	-	-	-	-	-	1	oo'600.00
Damariscotta.....	Lin.	-	-	-	-	-	-	-	-	-	-	-	1	g4,887.50
Dennysville.....	Was.	-	-	-	-	-	-	-	-	-	-	-	a1	875.00
Detroit.....	Som.	-	-	-	-	-	-	-	-	-	-	-	-	-
Dexter.....	Pen.	1-425 ft.	4,000.00	-	-	-	-	b1	7,000.00	-	-	-	-	-

1,000.00

z Benton; Fairfield reports bridge of this class costing \$30,000, but makes no report of its being joint bridge.
 † Biddeford; Saco †. † Biddeford; Saco †.
 †† Biddeford; Saco †. † Biddeford; Saco †.
 ‡ State aid \$9,435.97. Bingham \$2,500.
 o Boothbay Harbor; see Wicasset for long Sheepscot bridge. Boothbay Harbor's part 4-20.
 p Brewer 1-5, Bangor 4-5.
 q Brunswick †, Topsham †.
 r Burnham; one—Burnham 56 ft., Clinton 86 ft., county 44t.
 s Two—Calais New Brunswick †, Hiram †.
 t Calais †, Kennebec Co. 44 ft., Burnham 56 ft.
 u Clinton 86 ft., Kennebec Co. 44 ft., Burnham 56 ft.
 v Two—Calais New Brunswick †, Hiram †.
 w Chesterville †, Farmington †.
 x Clifton 86 ft., Kennebec Co. 44 ft., Burnham 56 ft.
 y Concord; † state aid \$9,435.97 which was 2-7 of the cost;
 & Cornish †, Baldwin †.
 b Detroit †, Pittsford †.
 c Dennysville †, Newcastle †.
 d Damariscotta †, Newcastle †.

[illegible]

Towns reporting bridges 150 feet and over in length, showing distributions as to length and cost.

[illegible]

Towns reporting bridges 150 feet and over in length, showing distributions as to length and cost.

[illegible]

COMMISSIONER OF HIGHWAYS.

	1	8,000.00	-	-	-	-	-	-	1	3,000.00	-	-	-
Presque Isle.....	Aro.	8,000.00	-	-	-	-	-	-	-	-	-	-	-
Randolph.....	a1-894	11,440.00	-	-	-	-	-	-	-	-	-	-	-
Rangeley.....	-	-	1	1,000.00	-	-	-	-	-	-	-	-	-
Robbinston.....	-	-	1	8,000.00	-	-	-	-	-	-	2	10,500.00	-
Rockport.....	Kno.	-	-	-	-	-	-	-	-	-	2	26,500.00	-
Rumford.....	Oxf.	-	r	-	-	-	-	-	-	-	37,259.94	f2	22,329.40
Saco.....	Yor.	-	2	13,750.00	¶1	7,500.00	-	¶1	11,000.00	z	-	-	-
St. George.....	Kno.	-	1	1,000.00	-	-	1	1,000.00	-	-	-	b1	800.00
Sangerville.....	Pis.	-	-	-	-	-	-	-	-	-	-	-	-
Sebec.....	Pis.	-	-	-	-	-	-	-	-	c2	2,500.00	-	-
Seboeis Pl.....	Pen.	-	-	-	-	-	-	-	700.00	-	-	-	-
Sedgewick.....	Han.	-	-	-	-	-	-	d1	1,075.00	-	-	-	-
Skowhegan.....	Som.	-	-	-	-	-	-	1	34,083.00	-	-	-	-
South Berwick.....	Yor.	10,000.00	-	-	-	-	-	-	-	-	3	27,771.00	-
Southport.....e	Lin.	5,800.00	1	1,300.00	-	-	-	1	500.00	-	-	-	-
South Portland.....	Cum.	47,222.00	-	-	-	-	-	-	-	-	-	-	-
South Thomaston.....	Kno.	-	1	5,000.00	-	-	-	-	-	-	-	-	2,700.00
Standish.....	Cum.	-	g1	2,647.87	-	-	-	-	-	-	g1	-	-
Strong.....	Fra.	-	-	-	-	-	-	h1	7,000.00	-	-	-	-

w z Old Town; these two bridges referred to in Chap. 402, P. L. 1907. Total estimated cost of both bridges given
 v Norridgewock; toll bridge.
 u under cost of w (\$46,000).
 y Parsonsfield; Porter reports a joint bridge in each of these classes, not reported by Parsonsfield. See Porter.
 z Perù;
 A Randolph 29%, Gardiner 78%.
 B Detroit ½.
 C Vaughan bridge.
 D Saco; Biddeford reports one bridge in this class.
 E Saco; Biddeford reports one bridge in this class.
 F Guilford reports total cost of this bridge as \$6,000.
 G One-Sebec ½, Atkinson ½.
 H Southport 1-20.
 I South Portland 1-10, Portland 9-10.
 J Standish ½, Limington ½.
 K Steel cable suspension.

BRIDGE INFORMATION, TABLE II—Continued.

[illegible]

[illegible]

i The Forks Pl.; West Forks ½.
j One—Thomaston 126 ft., Warren 196 ft.
k Topsham 225 ft., Brunswick 334 ft.
l Trenton; toll bridge.
m Turner; state aid \$3,000.
n Turney; Leeds ¼, toll bridge
o Verona; Bucksport's part
p Wadsworth; state aid \$3,000.
q Waterbury; Winslow 1-5. Figures for this bridge taken from
r West Forks ¾, The Forks ¼.
s West Gardiner; Litchfield 1.
t Windham
u One—Windham 84 ft., Gorham 89 ft., One—Windham 112 ft., Gorham 75 ft.
v Winthrop reports no report of a bridge of this class from Litchfield.
w Wisconsin; total cost given here. State aid \$17,000.
x One—Winslow 1-5, Waterville 4-5.
y Winslow's report.
z Windsor; low remainder and whole of maintenance paid as follows:—Wisconsin 8-20, Boothbay Harbor 4-20, Southport 1-20.

66 Bridges over 400 feet in length estimated or known cost reported by town officers as \$1,601,184.35

1119	300	2,012,299.83	2,012,299.83
1120	275	2,074,678.23	2,074,678.23
1121	335	2,145,628.35	2,145,628.35
1122	250	2,301,441.35	2,301,441.35
1123	225	2,433,949.86	2,433,949.86
1124	205	2,567,692.16	2,567,692.16
1125	236	2,808,545.91	2,808,545.91
1126	175		
1127	150		
1128	301		

For detailed information for bridges less than 150 ft. in length see tables III & IV.

BRIDGE INFORMATION.

Table III.—Towns reporting bridges 45 feet to 150 feet in length, showing distribution as to length and cost.

Town.	County.	125-150 ft.		100-125 ft.		90-100 ft.		80-90 ft.		70-80 ft.		60-70 ft.		50-60 ft.		45-50 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Abbot.....	Pis.	1	\$1,500 00	1	\$1,500 00	1	\$1,500 00	1	\$1,200 00	-	-	-	-	-	-	-	-
Addison.....	Was.	2	1,200 00	-	-	1	\$700 00	1	700 00	-	-	1	\$150 00	-	-	1	\$300 00
Albany.....	Oxf.	-	-	-	-	-	-	1	1,471 50	-	-	1	600 00	-	-	-	-
Albion.....	Ken.	-	-	-	-	-	-	-	-	-	-	-	-	1	\$800 48	-	-
Alfred.....	Yor.	-	-	-	-	-	-	-	61	333 00	-	-	-	1	1,000 00	1	900 00
Allagash Twp.....	Aro.	-	-	-	-	1	1,500 00	1	800 00	-	-	-	-	-	-	-	-
Alna.....	Lin.	-	-	1	2,700 00	1	1,500 00	-	-	-	-	-	-	-	-	-	-
Alton.....	Pen.	-	-	1	230 00	-	-	-	-	2	382 00	-	-	1	208 00	-	-
Amherst.....	Han.	-	-	-	-	-	-	-	-	-	-	-	-	1	639 25	1	312 44
Amity.....	Aro.	-	-	-	-	-	-	-	d1	1,600 00	-	-	-	-	-	-	-
Andover.....	Oxf.	-	-	2	1,800 00	-	1,800 00	-	1	700 00	-	-	100 00	-	-	2	375 00
Anson.....	Som.	-	-	1	10,000 00	-	-	-	-	-	-	1	4,000 00	1	700 00	-	-
Appleton.....	Kno.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	170 00
Ashland.....	Aro.	-	-	1	200 00	1	100 00	-	-	-	-	-	-	1	650 00	1	175 00
Athens.....	Som.	-	-	-	-	-	-	2	1,800 00	-	-	-	-	-	200 00	-	-

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Auburn.....	And.	-	-	2	5,489 49	1	4,884 15	-	-	-	-	-	-	-	-	1	1,500 00	-	-
Augusta.....	Ken.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	8,476 00	1	3,000 00
Aurora.....	Han.	-	-	-	-	-	-	1	300 00	-	-	-	-	-	-	-	-	-	-
Avon.....	Fra.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1,000 00	-	-
Bangor.....	Pen.	2	68,000 00	2	9,000 00	1	35,000 00	-	-	-	-	-	-	-	-	-	-	-	-
Bath.....	Sag.	-	-	-	-	-	-	e1	450 00	-	-	-	-	-	-	-	-	-	-
Belfast.....	Wal.	1	350 00	-	-	-	-	-	-	-	-	-	-	-	-	2	400 00	2	650 00
Belgrade.....	Ken.	-	-	1	2,000 00	-	-	-	-	-	-	-	-	-	-	f1	1,000 00	3	3,800 00
Benton.....	Ken.	1	450 00	-	-	-	-	-	-	-	-	-	-	-	-	1	565 00	-	-
Berwick.....	Yor.	-	-	e1	1,900 00	o1	2,550 00	-	-	-	-	-	-	-	-	-	-	-	-
Bethel.....	Oxf.	-	-	1	2,500 00	-	-	1	2,500 00	-	-	-	-	-	-	-	-	-	1,070 00
Blattleford.....	Yor.	-	-	-	-	1	500 00	-	-	-	-	-	-	-	-	-	-	-	-
Bigelow Pl.....	Som.	h1	1,350 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bingham.....	Som.	-	-	-	-	-	-	1	2,000 00	-	-	-	-	-	-	-	-	-	2 500 00
Blaine.....	Aro.	1	400 00	-	-	-	-	-	-	-	-	-	-	-	-	1	150 00	-	-
Blanchard.....	Pis.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bluehill.....	Han.	2	1,288 00	1	500 00	-	-	1	250 00	1	300 00	2	400 00	-	-	-	620 00	-	-
Boothbay.....	Lin.	-	-	-	-	1	600 00	-	-	-	-	-	-	-	-	t2	1,500 00	-	-
Boothbay Harbor.....	Lin.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bowdoinham.....	Sag.	2	5,257 00	1	2,500 00	-	-	-	-	-	-	-	-	-	-	-	800 00	-	-
Bradford.....	Pen.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	538 61

^a Addison; [†] Jonesport; [†] Addison. [†] Jonesport makes no return of joint bridge in this class. ^b Alfred; [†] Sanford; [†] Alfred. ^c Alna; [†] Newcastle; [†] Alna. [†] Newcastle makes no return of joint bridge in this class. ^d Amity; state aid \$500. ^e Bath; [†] Brunswick; [†] Bath. [†] Brunswick makes no return of joint bridge in this class. ^f Belgrade; [†] Mt. Vernon; [†] Belgrade. [†] Mt. Vernon makes no return of joint bridge of this class. ^g Berwick; [†] Somersworth; [†] N. H.; [†] Berwick. ^h Bigelow; [†] Flagstaff Pl.; [†] Bigelow Pl. ⁱ Boothbay; one-[†] Boothbay Harbor. ^j Boothbay Harbor; no joint bridge reported in this class.

BRIDGE INFORMATION, TABLE III—Continued.
 Table III.—Towns reporting bridges 45 feet to 150 feet in length, showing distribution as to length and cost.

Town.	County.	125-150 ft.		100-125 ft.		90-100 ft.		80-90 ft.		70-80 ft.		60-70 ft.		50-60 ft.		45-50 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Bradley.....	Pen.	-	-	-	-	-	-	-	-	1	\$1,100 00	-	-	2	\$3,200 00	1	\$500 00
Brighton Pl.....	Som.	-	-	-	-	-	-	-	-	-	-	-	-	1	100 00	-	-
Bristol.....	Lin.	-	-	1	\$4,000 00	-	-	-	-	-	-	-	-	-	-	-	-
Brooks.....	Wal.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	500 00
Brownfield.....	Oxf.	-	-	-	-	-	-	-	-	-	-	1	\$150 00	2	1,500 00	-	-
Brownville.....	Pis.	-	-	-	-	-	-	-	-	1	700 00	1	2,000 00	-	-	-	-
Brunswick.....	Cum.	-	-	1	1,200 00	1	\$900 00	-	-	-	-	1	500 00	1	2,000 00	-	-
Buckfield.....	Oxf.	-	-	-	-	-	-	-	-	1	1,000 00	1	1,000 00	1	1,250 00	1	1,000 00
Bucksport.....	Han.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	300 00
Burnham.....	Wal.	-	-	-	-	1	1,500 00	-	-	-	-	-	-	1	1,000 00	-	-
Byron.....	Oxf.	-	-	-	-	-	-	-	-	-	-	-	-	2	1,500 00	-	-
Calais.....	Was.	-	-	-	-	1	2,000 00	-	-	-	-	-	-	-	-	-	-
Camden.....	Kno.	-	-	-	-	-	-	-	-	-	-	-	-	3	3,650 00	-	-
Canaan.....	Som.	-	-	-	-	-	-	-	-	-	-	-	-	61	600 00	-	-
Caribou.....	Aro.	-	-	-	-	-	-	-	-	-	-	-	-	1	3,000 00	1	3,500 00

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Carmel.....	Pen.	-	-	-	-	-	-	-	-	1	1,000 00	-	-	1	200 00	1	150 00
Carrying Place Twp....	Som.	-	-	-	-	-	-	-	-	1	100 00	-	-	-	-	-	-
Carthage.....	Fra.	-	-	-	-	-	-	-	-	-	-	3	3,677 00	-	-	-	-
Cary Pl.....	Aro.	-	-	-	-	-	-	-	-	a1	700 00	1	250 00	1	400 00	-	-
Casco.....	Cum.	-	-	-	-	b1	600 00	-	-	-	-	-	-	-	-	1	439 00
Cherryfield.....	Was.	-	-	-	-	-	-	-	-	1	500 00	-	-	1	400 00	-	-
Chester ville.....	Fra.	e1	1,500 00	-	-	-	-	-	-	-	-	-	-	1	500 00	-	-
China.....	Ken.	-	-	1	500 00	-	-	-	-	-	-	1	500 00	-	-	-	-
Clinton.....	Ken.	1	8,000 00	-	-	-	-	-	-	-	-	1	600 00	-	-	-	-
Codyville Pl.....	Was.	-	-	-	-	-	-	-	-	-	-	-	-	1	100 00	-	-
Columbia.....	Was.	-	-	1	1,200 00	1	800 00	-	-	-	-	-	-	-	-	1	350 00
Concord.....	Som.	-	-	-	-	-	-	-	-	-	-	-	-	1	75 00	-	-
Connor Pl.....	Aro.	-	-	1	3,500 00	-	-	-	-	-	-	-	-	-	-	-	-
Coplin Pl.....	Fra.	-	-	-	-	-	300 00	-	-	1	225 00	-	-	-	-	-	-
Corinth.....	Pen.	-	-	-	-	-	-	-	1	1,300 00	1	1,000 00	1	2,151 83	-	-	-
Cornish.....	Yor.	d1	1,200 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cornville.....	Som.	-	-	-	-	-	-	-	-	-	2	2,700 00	-	1	250 00	-	-
Crawford.....	Was.	-	-	-	-	-	-	-	-	-	-	-	-	1	250 00	-	-
Crockettown Twp....	Fra.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	200 00
Crystal.....	Aro.	-	-	-	-	-	-	-	1	350 00	-	-	1	350 00	-	-	-
Cyr Pl.....	Aro.	e3	1,500 00	e1	500 00	-	-	-	-	-	-	-	-	-	-	-	-

c Canaan; ‡ Skowhegan, ‡ Canaan. Skowhegan reports no joint bridge in this class. a Cary Pl.; state aid \$400. b Casco; ‡ Naples, ‡ Casco. Naples reports no joint bridge in this class. e Chester ville; ‡ Farmington, ‡ Chester ville. Farmington reports no joint bridge in this class. d Cornish; ‡ Hiram, ‡ Cornish. e Cyr; state aid \$50 00.

BRIDGE INFORMATION, TABLE III—Continued.

[illegible]

BRIDGE INFORMATION, TABLE III—Continued.

Table III—Towns reporting bridges 45 feet to 150 feet in length, showing distribution as to length and cost.

Town.	County.	125-150 ft.		100-125 ft.		90-100 ft.		80-90 ft.		70-80 ft.		60-70 ft.		50-60 ft.		45-50 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Grand Isle.....	Aro.	-	-	-	-	-	-	1	\$250 00	-	-	-	-	-	-	-	-
Grand Lake Str. Pl. . .	Was.	-	-	1	\$500 00	-	-	-	-	-	-	1	\$200 00	-	-	-	-
Greenbush	Pen.	-	-	-	-	-	-	1	275 00	-	-	1	250 00	-	-	-	-
Greenwood.....	Oxf.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$250 00
Guilford.....	Pia.	71	\$3,000 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hallowell.....	Ken.	-	-	-	-	-	-	-	-	-	-	1	\$2,800 00	-	-	-	-
Hammond Pl.	Aro.	-	-	1	350 00	-	-	-	-	-	-	-	-	-	-	-	-
Hampden.....	Pen.	-	-	2	2,300 00	-	-	-	-	-	-	4	2,540 68	-	-	-	-
Hancock.....	Han.	-	-	-	-	-	-	-	\$385 00	-	-	-	-	1	500 00	-	-
Harmony.....	Som.	-	-	-	-	1	\$1,500 00	-	-	-	-	-	-	2	2,300 00	-	-
Harpawell.....	Cum.	-	-	1	2,000 00	-	-	-	-	-	-	a1	1,000 00	-	-	1	400 00
Harrington.....	Was.	1	1,500 00	-	-	1	800 00	1	1,151 00	-	-	-	-	b1	275 00	2	757 56
Harrison.....	Cum.	-	-	-	-	-	-	-	-	1	900 00	-	-	-	-	-	-
Hartford.....	Oxf.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64 00
Hartland.....	Som.	-	-	1	2,000 00	d1	600 00	-	-	1	3,000 00	-	-	1	2,500 00	-	-

BRIDGE INFORMATION, TABLE III—Continued.
 Table III—Towns reporting bridges 45 feet to 150 feet in length, showing distribution as to length and cost.

Town.	County.	125-150 ft.		100-125 ft.		90-100 ft.		80-90 ft.		70-80 ft.		60-70 ft.		50-60 ft.		45-50 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Lexington Pl.....	Som.	-	-	1	\$2,000.00	-	-	1	\$1,500.00	1	\$1,200.00	1	\$1,000.00	-	-	1	\$800.00
Limerick.....	Yor.	-	-	-	-	e1	\$350.00	-	300.00	-	-	-	-	-	-	e1	175.00
Limestone.....	Aro.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	300.00
Limington.....	Yor.	f1	\$4,661.42	-	-	1	575.46	-	-	-	-	ø1	310.00	1	\$201.93	-	-
Lincoln.....	Pen.	-	-	-	-	-	-	-	-	-	1,672.00	-	-	-	-	2	4,800.00
Lincoln Pl.....	Oxf.	-	-	h1	2,896.00	-	-	1	-	-	-	-	-	-	-	-	-
Lisbon.....	And.	1	4,000.00	-	-	-	-	1	2,000.00	1	2,000.00	ø3	5,000.00	ø3	3,000.00	-	-
Litchfield.....	Ken.	-	-	-	-	-	-	k1	900.00	-	900.00	-	-	k2	1,600.00	k2	1,000.00
Lovell.....	Oxf.	-	-	-	-	-	-	-	-	-	-	3	420.00	-	-	-	-
Lowell.....	Pen.	-	-	-	-	-	-	-	-	-	-	-	-	1	1,400.00	-	-
Lubec.....	Was.	-	-	-	-	-	-	1	-	-	206.62	-	-	-	-	-	-
Machias.....	Was.	1	700.00	1	3,000.00	1	700.00	-	-	-	-	1	400.00	-	-	-	-
Macwahoc Pl.....	Aro.	-	-	a1	4,300.00	-	-	-	-	-	-	-	-	-	-	-	-
Madawaska.....	Aro.	-	-	-	-	-	-	2	625.00	-	-	-	-	-	-	-	-
Madison.....	Som.	-	-	-	-	-	-	-	-	1	-	-	1,000.00	-	-	1	400.00

Madrid.....	Fra.	-	2	700.00	-	-	550.00	-	-	3	1,200.00	-	-	-
Magalloway Pl.....	Oxf.	-	1	3,500.00	-	-	-	-	-	-	-	1	700.00	-
Manchester.....	Ken.	-	-	-	-	-	-	-	-	1	1,000.00	-	-	-
Mapleton.....	Aro.	-	-	-	-	-	-	-	-	-	-	1	125.00	-
Mariaville.....	Han.	-	61	1,510.00	-	-	-	e1	1,500.00	-	-	42	1,600.00	-
Marsfield.....	Was.	-	3	205.00	-	-	-	-	-	1	30.00	-	-	-
Mars Hill.....	Aro.	-	-	-	1	1,000.00	-	-	-	1	800.00	-	-	-
Masardis.....	Aro.	-	-	-	-	-	-	-	-	-	-	1	150.00	-
Mechanic Falls.....	And.	-	3	4,660.00	-	-	-	-	-	11	300.00	e1	450.00	-
Medway.....	Pen.	-	-	-	1	1,000.00	-	-	-	-	-	-	-	-
Mexico.....	Oxf.	-	-	-	-	-	-	1m2	2,725.00	-	-	m1	700.00	-
Milford.....	Pen.	-	-	-	-	-	-	1	1,300.00	-	-	1	300.00	2
Millinocket.....	Pen.	-	-	-	-	-	-	-	-	1	2,000.00	-	-	-
Milo.....	Pis.	-	1	3,000.00	1	1,000.00	-	-	-	-	-	-	-	-
Minot.....	And.	-	92	4,141.70	-	-	-	-	-	e1	750.00	e2	2,280.00	-
Monroe.....	Wal.	-	-	-	-	-	-	1	500.00	3	1,700.00	1	1,511.63	-
Monsen.....	Pis.	1	750.00	-	-	-	-	-	-	-	-	-	-	-
Monticello.....	Aro.	-	-	400.00	-	-	-	-	-	-	-	-	-	-
Moose River Pl.....	Som.	-	-	-	-	-	-	-	-	-	-	1	150.00	-
Moro Pl.....	Aro.	-	-	-	-	-	-	-	-	1	800.00	-	-	-
Morrill.....	Wal.	-	-	-	-	-	-	-	-	1	1,500.00	-	-	-

[illegible]

COMMISSIONER OF HIGHWAYS.

Was.	No. 31.....	-	-	1	500.00	-	-	-	-	-	-	-	1	200.00	-	-	-	-
Aro.	Oakfield.....	-	-	-	-	-	-	2	4,130.00	-	-	-	-	-	-	2,000.00	-	-
Ken.	Oakland.....	1	5,828.00	1	4,277.00	1	1,000.00	-	-	-	-	-	-	-	-	-	-	-
Yor.	Old Orchard.....	-	-	-	-	-	-	-	-	-	-	-	1	1,150.00	-	500.00	-	-
Pen.	Old Town.....	2	2,100.00	1	1,000.00	1	4,000.00	-	-	-	-	-	-	-	1	-	-	-
Han.	Orland.....	-	-	-	-	-	-	-	-	-	-	73	2,890.00	-	-	-	-	-
Pis.	Orneville.....	-	-	-	-	-	-	-	-	-	-	-	-	-	1	100.00	-	-
Pen.	Orrington.....	-	-	-	-	-	-	-	-	-	-	-	-	-	1	200.00	-	-
Cum.	Otisfield.....	-	-	1	236.00	-	-	-	-	-	-	-	-	-	-	-	£3	703.00
Aro.	Oxbow Pl.....	-	-	-	-	-	-	-	-	-	-	-	1	500.00	-	-	1	1,200.00
Oxf.	Oxford.....	-	-	-	-	2	5,000.00	2	7,000.00	-	-	-	-	-	1	2,500.00	-	-
Wal.	Palermo.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Som.	Palmyra.....	-	-	2	2,750.00	-	-	-	-	-	-	-	-	-	-	-	-	-
Oxf.	Paris.....	-	-	1	1,350.00	-	-	-	-	-	-	-	1	1,100.00	-	-	-	-
Pis.	Parkman.....	-	-	-	-	1	1,200.00	-	-	-	-	-	-	-	-	-	-	-
Yor.	Parsonsfield.....	-	-	1	1,000.00	-	-	-	-	-	-	-	-	-	-	1,000.00	-	-
Pen.	Passadunkkeag.....	el	3,000.00	1	2,000.00	-	-	-	-	-	-	-	-	-	2	-	-	-
Was.	Pembroke.....	-	-	-	-	-	-	-	-	-	-	-	1	6,500.00	1	1,000.00	-	-
Was.	Perry.....	-	-	-	-	-	-	-	-	-	-	-	-	-	1	400.00	-	-
Fra.	Phillips.....	1	400.00	72	4,200.00	-	-	1	175.00	1	140.00	-	-	-	-	-	-	-
Seg.	Phippsburg.....	-	-	-	-	-	-	-	-	1	200.00	1	-	200.00	-	-	1	125.00
Som.	Pittsfield.....	23	10,500.00	1	5,000.00	-	-	-	-	-	-	-	-	-	-	-	1	4,000.00
Pen.	Pleasant Ridge Pl.....	-	-	-	-	-	-	-	-	-	1	150.00	-	-	1	125.00	1	100.00
Plymouth.	Plymouth.....	-	-	-	-	-	-	-	-	-	1	1,400.00	-	-	1	600.00	-	-

a Moscow; state aid \$500. *b* Naples; † Casco, ‡ Naples. Casco makes no report of joint bridge of this class. *c* New Limerick; state aid \$500. *d* Newport; part Plymouth. Plymouth makes no report of joint bridge in this class. † Oakfield; state aid \$500. ‡ Oakfield; state aid \$750. *e* Orland; † Bucksport. Bucksport reports no joint bridge of this class. ‡ Oakfield; 2 † Harrison, † Oakfield. Harrison reports no joint bridge of this class. *f* Passadumkeag; state aid \$1,600. *g* Phillips; 1 built by R. R. cost not given. *h* Pittsfield; 1-Detroit \$2,500. Detroit reports no joint bridge of this class.

[illegible]

a Saco; *b* Biddeford. Biddeford reports no joint bridge in this class. *c* Saco; *d* B. & M. R. R. Old Orchard. Old Orchard reports no joint bridge in this class. *e* Sanford; *f* Sanger-ville; *g* Guilford. Guilford reports \$6,000 as cost of this bridge. *h* Standish. Standish reports no joint bridge of this class. *i* Standish; *j* Hollis. Standish. Standish reports no joint bridge in this class. *k* Standish. Standish. Standish reports no joint bridge in this class. *l* Thomaston; *m* 124 Warren, 59-124 Thomaston. Thomaston.

BRIDGE INFORMATION, TABLE III—Continued.
Table III.—Towns reporting bridges 45 feet to 150 feet in length, showing distribution as to length and cost.

Town.	County.	125-150 ft.		100-125 ft.		90-100 ft.		80-90 ft.		70-80 ft.		60-70 ft.		50-60 ft.		45-50 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Topsham.....	Sag.	-	-	-	-	2	\$1,900.00	-	-	-	-	1	\$350.00	2	\$507.00	-	-
Tremont.....	Han.	-	-	-	-	1	400.00	-	-	-	-	-	-	-	-	-	-
Trenton.....	Han.	-	-	-	-	-	-	-	-	-	-	-	-	1	600.00	-	-
Turner.....	And.	-	-	-	-	2	3,500.00	1	\$1,500.00	1	\$1,500.00	-	-	-	-	-	-
Union.....	Kno.	-	-	-	-	2	3,300.00	2	1,462.00	63	2,053.00	-	-	-	-	-	-
Unity.....	Wal.	-	-	-	-	1	600.00	1	1,700.00	1	600.00	1	600.00	1	500.00	1	\$200.00
Upton.....	Oxf.	-	-	-	-	-	-	-	-	-	-	-	-	1	350.00	-	-
Van Buren.....	Aro.	-	-	-	-	-	-	-	400.00	-	-	-	-	-	-	-	-
Waldoboro.....	Lin.	-	-	-	-	2	4,453.00	1	3,200.00	2	5,600.00	2	5,600.00	2	3,900.00	1	3,320.00
Wallagrass Pt.....	Aro.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Waltham.....	Han.	-	725.00	-	-	-	-	1	1,500.00	-	-	-	-	1	1,000.00	1	600.00
Warren.....	Kno.	-	2,203.50	1	1,000.00	-	-	1	500.00	-	-	-	-	-	-	1	1,000.00
Washington.....	Kno.	-	-	-	-	-	-	-	-	-	-	-	-	2	1,500.00	-	-
Waterboro.....	Yor.	-	-	1	100.00	1	92.00	-	-	1	150.00	1	150.00	1	78.28	1	92.24
Waterford.....	Oxf.	-	2,260.75	-	-	-	-	1	1,243.30	1	1,340.00	2	1,888.00	2	1,888.00	1	500.00
Waterville.....	Ken.	-	-	-	-	2	2,500.00	1	2,000.00	1	2,000.00	-	-	1	1,200.00	-	-
Wayne.....	Ken.	-	300.00	-	-	-	-	-	-	-	-	-	-	-	-	1	400.00
Webster.....	And.	-	-	-	-	-	-	-	-	-	800.00	-	-	-	-	-	-

Weld.....	Fra.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westbrook.....	Cum.	-	-	8,000.00	1	8,000.00	-	-	6,000.00	-	-	-	-	-	-	-	-
Westfield.....	Aro.	-	-	-	-	-	-	-	-	-	-	-	-	1	350.00	-	-
West Gardiner.....	Ken.	-	d1	700.00	-	-	-	-	-	-	-	-	-	-	-	e8	1,300.00
Whitefield.....	Lin.	-	2	1,200.00	1	500.00	1	350.00	2	750.00	-	-	-	-	-	-	-
Whitneyville.....	Was.	-	-	-	-	-	-	3,000.00	-	-	-	-	-	-	-	-	-
Willimantic.....	Pis.	-	-	-	-	-	1	1,400.00	-	-	-	-	-	1	800.00	-	-
Wilton.....	Fra.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2,550.00
Windham.....	Cum.	-	-	-	-	-	-	-	-	5,500.00	f1	-	-	2,000.00	1	3,000.00	1
Windsor.....	Ken.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	500.00
Winslow.....	Ken.	-	-	-	1	400.00	1	500.00	1	1,000.00	1	1,000.00	-	-	-	-	-
Winter Harbor.....	Han.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	500.00
Winterport.....	Wal.	-	-	-	-	-	-	-	-	1,000.00	-	-	-	-	-	1	400.00
Winthrop.....	Ken.	-	-	-	-	-	o1	-	-	-	-	-	-	-	-	-	-
Wisnasset.....	Lin.	-	-	-	-	-	1	300.00	-	-	-	-	-	a1	500.00	-	-
Woolwich.....	Sag.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Yarmouth.....	Cum.	1	7,000.00	800.00	-	-	1	1,500.00	-	-	-	-	-	-	-	1	450.00
York.....	Yor.	1	2,000.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total.....		55	\$220,050.16	125	\$292,011.12	53	\$137,314.61	69	\$121,240.24	91	\$97,527.46	126	\$122,197.31	173	\$104,448.09	92	\$98,535.85

<p><i>a</i> Union: state aid \$2,500, 1907. Friendship, † Wadoboro. Friendship reports no joint bridge of this class. Litchfield. † Windham; † Standish, † Windham. † Yarmouth; † Freeport, † Yarmouth. Freeport reports no joint bridges in this class.</p>	<p><i>b</i> Union; † Waashington, † Union. Friendship, † Wadoboro. Friendship reports no joint bridge of this class. † Windham; † Standish, † Windham. † Yarmouth; † Freeport, † Yarmouth. Freeport reports no joint bridges in this class.</p>	<p><i>c</i> Wadoboro; 1- † West Gardiner; 2- † Woolwich, † Wiscasset.</p>
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301 bridges over 150 feet in length reported to have cost \$2,808,545.91. For detailed information for bridges over 150 feet in length see Table II.

356	125	3,028,596.07	"	"
481	100	3,200,607.19	"	"
535	90	3,427,921.80	"	"
604	80	3,549,482.04	"	"
825	60	3,768,886.81	"	"
895	50	3,933,334.90	"	"
995	45	4,001,870.75	"	"
1,087	45		"	"

For detailed information for bridges less than 45 feet in length see Table IV.

BRIDGE INFORMATION—TABLE IV.

Towns reporting bridges 6 feet to 45 feet in length, showing distribution as to length and cost.

Town.	County.	40-45 ft.		35-40 ft.		30-35 ft.		25-30 ft.		20-25 ft.		15-20 ft.		10-15 ft.		6-10 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Abbot.....	Pis.	1	\$400.00	-	-	-	-	-	-	4	\$100.00	2	\$50.00	3	\$75.00	3	\$30.00
Action.....	Yor.	-	-	-	-	-	-	1	\$650.00	65	2,550.00	64	6,725.00	5	775.00	2	400.00
Addison.....	Was.	-	-	-	-	-	-	1	250.00	2	250.00	1	100.00	2	175.00	-	-
Albany.....	Oxf.	-	-	3	\$600.00	5	\$500.00	5	450.00	8	660.00	4	250.00	12	575.00	-	-
Albion.....	Ken.	2	900.00	1	826.81	-	-	-	-	3	850.00	4	1,000.00	10	710.00	2	150.00
Alexander.....	Was.	-	-	-	-	-	-	-	-	1	115.15	9	166.00	-	-	-	-
Alfred.....	Yor.	2	1,600.00	1	13,000.00	2	1,600.00	1	800.00	2	1,000.00	43	550.00	1	30.00	-	-
Alna.....	Lin.	1	300.00	1	350.00	-	-	2	450.00	3	600.00	-	-	1	75.00	3	150.00
Alton.....	Pen.	-	-	-	-	e1	100.00	-	-	-	-	4	420.00	1	50.00	1	15.00
Amherst.....	Had.	-	-	-	-	-	-	-	-	-	-	4	255.00	1	65.00	-	-
Amity.....	Aro.	-	-	-	-	-	-	-	-	-	-	1	125.00	2	125.00	5	180.00
Andover.....	Oxf.	1	150.00	-	-	4	340.00	2	115.00	1	50.00	2	65.00	5	105.00	3	55.00
Anson.....	Som.	-	-	-	-	-	-	-	-	5	1,285.00	5	1,435.00	6	910.00	3	225.00
Appleton.....	Kno.	1	150.00	1	150.00	1	150.00	-	-	7	465.00	4	180.00	5	165.00	-	-
A, Range 2.....	Aro.	-	-	-	-	-	-	-	-	-	-	-	-	1	40.00	-	-
A, Range 5, Molunkus.....	Aro.	-	-	-	-	1	150.00	-	-	-	-	-	-	-	-	-	-
Argyle.....	Pen.	-	-	-	-	f2	350.00	-	-	-	-	-	-	-	-	-	-
Arrowsic.....	Sag.	-	-	-	-	1	200.00	1	200.00	3	300.00	-	-	1	75.00	-	-

Ashland.....	Aro.	-	-	-	-	2	140.00	2	85.00	1	50.00	2	55.00	-	-	-	-
Athens.....	Som.	-	-	1	500.00	3	235.00	2	150.00	4	210.00	5	215.00	5	165.00	12	475.00
Atkinson.....	Pis.	2	600.00	-	-	1	275.00	-	-	3	550.00	3	450.00	2	125.00	2	115.00
Auburn.....	And.	1	575.00	1	525.00	1	1,800.00	7	4,800.00	7	4,400.00	7	1,900.00	13	1,832.33	4	400.00
Augusta.....	Ken.	2	6,340.00	2	7,166.00	1	1,500.00	1	815.00	2	1,050.00	9	4,254.00	7	2,418.00	4	1,340.00
Avon.....	Fra.	-	-	1	50.00	2	388.00	2	80.00	3	415.00	5	155.00	12	655.00	-	-
Baileysville.....	Was.	-	-	-	-	-	-	1	500.00	1	200.00	4	650.00	4	500.00	-	-
Bald Mountain Twp.....	Som.	-	-	-	-	-	-	-	-	-	-	-	-	1	30.00	-	-
Baldwin.....	Cum.	-	-	-	-	-	-	-	-	-	-	1	150.00	22	2,200.00	3	210.00
Barnard Pl.....	Pis.	1	200.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bath.....	Sag.	3	1,250.00	-	-	03	876.00	2	430.00	3	550.00	43	230.00	-	-	-	-
Beddington.....	Was.	1	350.00	-	-	-	-	-	-	-	-	1	100.00	1	50.00	-	-
Belfast.....	Wal.	1	80.00	3	465.00	12	651.00	2	225.00	4	455.00	4	215.00	5	165.00	-	-
Begrade.....	Ken.	-	-	-	-	-	-	-	-	1	350.00	2	250.00	12	1,350.00	10	350.00
Bimont.....	Wal.	-	-	-	-	-	-	-	-	1	100.00	-	-	2	100.00	2	75.00
Benton.....	Ken.	-	-	-	-	2	600.00	-	-	-	-	-	-	2	175.00	2	125.00
Berwick.....	Yor.	5	2,500.00	-	-	1	200.00	1	300.00	2	150.00	6	550.00	7	450.00	4	173.95
Bethel.....	Oxf.	-	-	1	400.00	2	500.00	1	500.00	6	1,460.00	6	535.00	25	1,315.00	30	990.00
Biddeford.....	Yor.	1	5,000.00	-	-	-	-	1	350.00	6	16,132.00	3	425.00	4	1,150.00	1	50.00
Bigelow Pl.....	Som.	-	-	-	-	-	-	-	-	-	-	-	-	3	100.00	-	-
Bingham.....	Som.	-	-	1	400.00	2	300.00	-	-	3	425.00	3	250.00	12	525.00	2	50.00

a Acton; four bridges, Wakefield N. H., *t*. One—Newfield *t*. *b* Acton; one bridge, Wakefield N. H., *t*. One—Shapleigh *t*. *c* Alexander
av, rag. *d* as to length. *e* Alfred. *f* Two—Sanford *t*. *g* Alton *t*. *h* Argyle *t*. *i* Bath. *j* One—Bath *t*. *k* Bath. *l* One—West Bath *t*. *m* West
 Bath reports this in a smaller class. *n* One—Bath *t*, Brunswick *t*. Brunswick reports no joint bridge in this class. *o* One—Belfast *t*, Northport *t*.
 Northport reports this in a smaller class.

BRIDGE INFORMATION, TABLE IV—Continued.
Towns reporting bridges 6 feet to 45 feet in length, showing distribution as to length and cost.

Town.	County.	40-45 ft.		35-40 ft.		30-35 ft.		25-30 ft.		20-25 ft.		15-25 ft.		10-15 ft.		6-10 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Blaine.....	Aro.	—	—	—	—	—	—	—	—	—	—	—	—	3	\$235.00	—	—
Blanchard.....	Pis.	—	—	—	—	—	—	—	—	2	\$200.00	1	\$100.00	1	500.00	—	—
Bluehill.....	Han.	2	\$350.00	1	100.00	1	\$100.00	—	—	2	200.00	1	75.00	1	100.00	—	—
Boothbay Harbor.....	Lan.	2	300.00	—	—	—	—	1	\$100.00	5	150.00	2	75.00	1	50.00	—	—
Bowdoin.....	Sag.	—	—	—	—	—	—	3	2,300.00	6	950.00	8	1,120.00	8	1,120.00	1	\$140.00
Bowdoinham.....	Sag.	1	1,400.00	1	500.00	4	2,200.00	2	900.00	2	700.00	10	3,100.00	3	550.00	8	800.00
Bowerbank.....	Pis.	—	—	—	—	—	—	—	—	—	—	2	200.00	—	—	2	150.00
Bradford.....	Pen.	—	—	1	287.82	2	500.00	3	475.82	1	200.00	6	899.42	10	909.77	2	100.00
Bradley.....	Pen.	—	—	—	—	—	—	2	200.00	—	—	—	—	—	—	2	100.00
Bremen.....	Lin.	—	—	—	—	—	—	1	100.00	63	1,100.00	1	300.00	—	—	—	—
Brewer.....	Pen.	—	—	—	—	—	—	—	—	5	9,000.00	3	650.00	5	800.00	4	1,000.00
Bridgewater.....	Aro.	—	—	—	—	3	1,900.00	—	—	1	178.25	2	400.00	3	1,300.00	—	—
Bridgton.....	Cum.	—	—	2	500.00	10	3,950.00	4	450.00	5	355.00	7	340.00	1	20.00	—	—
Brighton Pl.....	Som.	—	—	—	—	—	—	1	250.00	3	430.00	2	225.00	1	20.00	8	310.00
Bristol.....	Lin.	—	—	—	—	3	1,025.00	—	—	4	925.00	2	270.00	1	100.00	—	—
Brooks.....	Wal.	—	—	—	—	—	—	—	—	3	550.00	3	325.00	1	100.00	2	225.00
Brookton.....	Was.	—	—	—	—	1	350.00	—	—	—	—	—	—	2	750.00	—	—
Brownfield.....	Osf.	—	—	—	—	—	—	2	1,000.00	5	1,400.00	5	1,200.00	6	1,200.00	2	300.00

COMMISSIONER OF HIGHWAYS.

Brownville.....	Pis.	-	-	-	1	300.00	3	700.00	1	500.00	-	-	2	550.00	-	-
Brunswick.....	Cum.	-	-	-	-	-	4	3,000.00	3	1,700.00	3	1,850.00	9	3,600.00	3	1,100.00
Buckfield.....	Orf.	-	1	465.00	1	450.00	-	-	3	350.00	3	300.00	5	285.00	5	410.00
Bucksport.....	Han.	-	5	1,100.00	2	350.00	3	550.00	3	1,050.00	9	1,400.00	7	725.00	1	100.00
Burdington.....	Pen.	-	-	-	-	-	-	-	1	50.00	-	-	-	-	-	-
Burnham.....	Wal.	-	-	-	-	-	-	-	-	-	e4	1,300.00	2	550.00	2	80.00
Byron.....	Orf.	4	-	-	3	410.00	1	50.00	-	-	-	-	1	20.00	1	25.00
Calais.....	Was.	-	-	-	2	3,000.00	-	-	e2	3,800.00	2	450.00	4	1,300.00	3	1,200.00
Cambridge.....	Som.	-	-	-	-	-	-	-	e4	1,825.00	1	200.00	11	1,410.00	3	128.00
Camden.....	Kno.	1	400.00	1	750.00	1	500.00	-	-	-	2	700.00	1	150.00	-	-
Canaan.....	Som.	-	2	1,200.00	1	800.00	2	1,250.00	1	700.00	3	550.00	5	550.00	4	385.00
Canton.....	Orf.	-	1	60.70	-	-	-	-	7	260.00	3	88.00	7	375.00	3	183.00
Cape Elizabeth.....	Cum.	fl	500.00	-	-	-	-	-	-	-	-	-	-	-	-	-
Caribou.....	Aro.	1	200.00	-	-	5,400.00	1	1,500.00	1	1,800.00	-	-	-	-	-	-
Carmel.....	Pen.	-	2	700.00	3	800.00	7	2,125.00	5	1,050.00	5	665.00	5	450.00	7	240.00
Caratunk Pt.....	Som.	-	-	-	1	75.00	2	115.00	-	-	3	79.00	1	20.00	1	12.00
Carroll.....	Pen.	-	-	-	-	-	-	-	1	100.00	1	75.00	3	225.00	3	180.00
Carrying Place Twp.....	Som.	-	-	-	-	-	-	-	-	-	2	50.00	1	20.00	-	-
Carthage.....	Fa.	-	-	-	-	-	-	-	2	100.00	-	-	-	-	e22	550.00
Cary Pt.....	Aro.	-	1	70.00	-	-	1	50.00	1	50.00	-	-	-	-	-	-
Casco.....	Cum.	1	430.00	-	-	-	-	-	4	1,849.00	1	100.00	2	625.00	-	-

a Bowdoin. One—Lisbon 1. One—Bremen 2-5. *b* One—Bremen 1. Bristol reports no joint bridge of this class. One—Bremen 1. Damariscotta 1. Damariscotta reports this in a smaller class. *c* Burnham. One—State aid. *d* Calais. One—Built by W. C. R. R. *e* Two—Cambridge 1. Ripley reports no joint bridge of this class. *f* Cape Elizabeth 1. Scarborough reports no joint bridge of this class. *g* Carthage; lengths estimated.

BRIDGE INFORMATION, TABLE IV—Continued.

Towns reporting bridges 6 feet to 45 feet in length, showing distribution as to length and cost.

Town.	County.	40-45 ft.		35-40 ft.		30-35 ft.		25-30 ft.		20-25 ft.		15-20 ft.		10-15 ft.		6-10 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Castine.....	Han.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Castle Hill.....	Aro.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Caswell Pl.....	Aro.	-	-	-	-	-	-	-	-	-	-	-	\$100.00	-	3	\$225.00	-
Centerville.....	Was.	-	-	-	-	1	\$504.16	-	-	1	455.00	-	-	-	-	-	-
Chapman Pl.....	Aro.	-	-	-	-	2	350.00	-	-	2	175.00	-	-	4	150.00	-	-
Charleston.....	Pen.	-	-	-	-	2	140.00	-	-	3	180.00	-	-	5	275.00	3	105.00
Charlotte.....	Was.	1	\$300.00	-	-	1	160.00	-	-	1	50.00	-	-	4	170.00	6	300.00
Chelsea.....	Ken.	-	-	-	-	3	700.00	1	\$75.00	3	410.00	3	180.00	1	200.00	1	350.00
Cherryfield.....	Was.	-	-	1	\$300.00	1	250.00	-	-	-	-	-	-	1	200.00	-	-
Chester.....	Pen.	1	400.00	1	300.00	-	-	1	100.92	-	-	-	-	-	-	-	-
Chesterville.....	Fra.	-	-	1	650.00	1	550.00	2	625.00	2	250.00	-	-	-	-	2	300.00
China.....	Ken.	-	-	2	700.00	-	-	5	2,200.00	3	1,200.00	2	800.00	-	4	550.00	-
Clifton.....	Pen.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Clinton.....	Ken.	2	1,900.00	-	-	-	-	-	-	2	150.00	5	375.00	3	225.00	3	225.00
Codyville.....	Was.	1	100.00	-	-	-	-	-	-	3	280.00	10	400.00	5	180.00	-	-
Columbia.....	Was.	-	-	-	-	2	650.00	1	350.00	-	-	-	-	-	-	-	-
Columbia Falls.....	Was.	1	3,000.00	-	-	-	-	-	-	2	1,300.00	1	1,000.00	-	-	1	500.00
Concord.....	Som.	-	-	1	106.92	1	50.00	-	-	5	87.00	8	127.00	9	82.00	8	51.00

BRIDGE INFORMATION, TABLE IV—Continued.
Towns reporting bridges 6 feet to 45 feet in length, showing distribution as to length and cost.

Town.	County.	40-45 ft.		35-40 ft.		30-35 ft.		25-30 ft.		20-25 ft.		15-20 ft.		10-15 ft.		6-10 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Denmark.....	Oxf.	1	\$200.00	-	-	-	-	-	-	1	\$100.00	3	\$375.00	-	-	-	-
Dennysville.....	Was.	-	-	-	-	-	-	-	-	1	125.00	1	60.00	3	\$130.00	-	-
Detroit.....	Som.	-	-	-	-	-	-	-	-	1	100.00	1	100.00	5	400.00	-	-
Dexter.....	Pen.	1	300.00	1	\$200.00	-	-	-	-	4	800.00	6	1,250.00	9	2,100.00	4	\$1,075.00
Dixfield.....	Oxf.	-	-	2	350.00	4	\$550.00	3	\$195.00	6	345.00	7	650.00	11	920.00	8	215.00
Dixmont.....	Pen.	-	-	-	-	2	600.00	1	500.00	4	575.00	3	330.00	9	545.00	4	105.00
Dover.....	Pis.	-	-	-	-	1	500.00	1	300.00	3	700.00	2	750.00	8	2,000.00	1	185.00
Dresden.....	Lin.	-	-	-	-	-	-	1	100.00	1	100.00	-	-	-	-	-	-
Drew Pl.....	Pen.	-	-	-	-	-	-	-	-	1	100.00	1	75.00	-	-	2	80.00
Durham.....	And.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
E Pl.....	Aro.	-	-	-	-	-	-	1	800.00	1	350.00	3	700.00	10	1,308.00	3	300.00
Eagle Lake Pl.....	Aro.	-	-	-	-	-	-	1	50.00	1	25.00	4	68.00	3	171.00	3	48.00
Eastbrook.....	Han.	-	-	-	-	-	-	-	-	2	365.00	2	225.00	1	55.00	-	-
East Livermore.....	And.	-	-	-	-	1	800.00	2	1,600.00	2	1,000.00	3	2,400.00	3	2,400.00	-	-
East Machias.....	Was.	-	-	-	-	-	-	-	-	1	350.00	2	180.00	5	380.00	1	50.00
Easton.....	Aro.	-	-	-	-	-	-	1	1,200.00	-	-	2	165.00	3	275.00	-	-
Eddington.....	Pen.	-	-	-	-	-	-	-	-	1	40.00	5	540.00	6	180.00	4	95.00
Eden.....	Han.	-	-	-	-	1	1,000.00	-	-	3	1,850.00	8	4,350.00	611	3,525.00	-	-

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Edgecomb.....	Lin.	-	-	-	-	-	-	-	-	1	400.00	-	-	2	200.00
Edinburg.....	Pen.	-	-	-	-	-	-	-	-	-	-	-	150.00	-	-
Edmunds.....	Was.	1	96.00	-	-	-	-	-	-	-	-	-	-	-	-
Elliot.....	Yor.	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Elliotville Pl.....	Pis.	1	150.00	-	-	-	-	-	-	-	-	-	-	-	-
Ellsworth.....	Han.	-	1	250.00	3	800.00	1	100.00	3	650.00	4	500.00	-	-	-
Emden.....	Som.	-	1	800.00	1	200.00	-	-	4	500.00	5	1,093.00	8	550.00	1
Enfield.....	Pen.	-	-	-	-	-	1	800.00	1	100.00	2	1,150.00	1	250.00	2
Eustis.....	Fra.	-	-	-	-	-	-	-	1	200.00	1	25.00	-	-	-
Exeter.....	Pen.	1	600.00	1	500.00	1	250.00	1	300.00	4	600.00	3	280.00	7	635.00
Fairfield.....	Som.	1	1,200.00	1	600.00	1	500.00	1	400.00	3	1,200.00	-	-	2	500.00
Falmouth.....	Cum.	-	-	3	2,600.00	3	2,200.00	2	1,200.00	-	-	-	-	4	5,250.00
Farmingdale.....	Ken.	-	-	-	-	-	2	360.00	-	-	-	-	-	-	-
Farmington.....	Fra.	1	275.00	-	-	1	200.00	2	425.00	1	100.00	8	715.00	4	275.00
Fayette.....	Ken.	1	85.00	-	-	-	1	40.00	-	-	-	3	84.00	7	129.00
Flagstaff Pl.....	Som.	-	-	-	-	1	800.00	-	-	-	-	-	-	2	125.00
Forest City.....	Was.	-	-	-	1	200.00	1	700.00	-	-	-	-	1	2,000.00	-
Fort Fairfield.....	Aro.	1	600.00	1	400.00	-	-	-	3	480.00	1	500.00	7	740.00	4
Foxcroft.....	Pis.	-	-	-	-	-	-	-	2	1,200.00	7	1,075.00	11	1,375.00	9
Frankfort.....	Wal.	-	2	2,500.00	-	-	-	-	1	400.00	4	1,600.00	2	200.00	5
Franklin.....	Han.	-	2	800.00	1	900.00	-	-	-	-	2	1,009.48	4	425.00	-

a-1 Easton; State aid $\frac{1}{2}$. b 1- $\frac{1}{2}$ Trenton.

BRIDGE INFORMATION, TABLE IV—Continued.
Towns reporting bridges 6 feet to 45 feet in length, showing distribution as to length and cost.

Town.	County.	40-45 ft.		35-40 ft.		30-35 ft.		25-30 ft.		20-25 ft.		15-25 ft.		10-15 ft.		6-10 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Freedom.....	Wal.	1	\$100.00	-	-	1	\$350.00	-	-	1	\$75.00	3	\$600.00	5	\$220.00	2	\$65.00
Freeman.....	Fra.	-	-	-	-	1	50.00	2	\$75.00	-	-	3	80.00	5	105.00	10	121.00
Freeport.....	Cum.	2	750.00	1	\$800.00	1	2,000.00	1	2,000.00	5	2,800.00	8	1,775.00	2	200.00	-	-
Frenchville.....	Aro.	-	-	-	-	1	50.00	-	-	2	75.00	-	-	-	-	-	-
Friendship.....	Kno.	-	-	1	400.00	-	-	-	-	1	250.00	2	250.00	2	150.00	-	-
Fryeburg.....	Oxf.	1	120.00	-	-	1	90.00	2	162.00	4	273.00	3	156.00	3	114.00	-	-
Gardiner.....	Ken.	-	-	-	-	-	-	-	-	4	1,630.61	2	571.24	2	559.32	2	316.30
Garfield Pl.....	Aro.	-	-	-	-	-	-	-	-	-	-	-	-	1	50.00	-	-
Garland.....	Pen.	-	-	-	-	-	-	1	300.00	9	1,950.00	8	1,140.00	15	1,340.00	-	-
Georgetown.....	Sag.	1	250.00	-	-	1	325.00	-	-	-	-	-	-	1	50.00	-	-
Gilead.....	Oxf.	-	-	-	-	1	225.00	4	680.00	1	150.00	2	265.00	1	50.00	3	225.00
Glenburn.....	Pen.	-	-	-	-	-	-	1	75.00	-	-	-	-	4	100.00	1	30.00
Glenwood Pl.....	Aro.	-	-	-	-	1	500.00	-	-	-	-	1	300.00	1	200.00	-	-
Gorham.....	Cum.	-	-	1	1,500.00	2	3,000.00	3	5,300.00	7	6,600.00	5	3,100.00	6	1,400.00	3	750.00
Gouldsboro.....	Han.	-	-	-	-	1	300.00	1	500.00	5	400.00	3	280.00	4	105.00	-	-
Grafton.....	Oxf.	-	-	-	-	3	205.00	-	-	6	255.00	2	80.00	4	101.00	4	70.00
Grand Isle.....	Aro.	2	250.00	-	-	3	360.00	-	-	4	335.00	4	270.00	-	-	-	-
Grand Lake Stream Pl.....	Was.	-	-	-	-	-	-	-	-	-	-	1	30.00	1	25.00	-	-

Gray.....	1	3,500.00	1	300.00	1	700.00	4	1,800.00	5	2,550.00	5	2,500.00	7	1,350.00	-	-
Greenbush.....	-	-	1	697.89	1	275.00	-	-	2	525.00	-	80.00	4	150.00	-	-
Greene.....	1	125.00	-	-	1	100.00	-	-	-	-	-	-	1	50.00	5	200.00
Greenfield.....	-	-	-	-	-	-	-	-	-	200.00	-	-	-	-	-	-
Greenville.....	-	-	-	-	-	-	-	-	2	3,200.00	-	-	-	-	-	-
Greenwood.....	-	-	-	-	1	750.00	8	2,850.00	3	700.00	8	1,650.00	13	1,325.00	4	225.00
Gulford.....	-	-	-	-	-	-	-	-	3	56.40	2	31.87	7	104.44	1	10.29
Hallowell.....	-	-	-	-	-	-	-	-	1	1,200.00	1	400.00	-	-	-	-
Hamlin Pl.....	-	-	-	-	2	800.00	-	-	1	400.00	-	-	-	-	4	375.00
Hammond Pl.....	-	-	-	-	-	-	-	-	-	-	-	-	-	25.00	-	-
Hampden.....	1	335.00	1	375.00	-	-	-	-	1	500.00	4	400.00	8	1,890.00	2	1,575.00
Hancock.....	-	-	-	-	-	-	1	1,000.00	-	-	1	200.00	1	275.00	1	150.00
Hanover.....	-	-	1	200.00	-	-	-	-	5	400.00	-	-	1	50.00	-	-
Harmony.....	1	500.00	-	-	1	225.00	-	-	5	1,500.00	6	575.00	12	895.00	1	80.00
Harpwell.....	-	-	1	350.00	-	-	-	-	-	-	-	-	-	-	-	-
Harrington.....	-	-	-	-	-	-	-	-	1	150.00	8	860.00	7	585.00	-	-
Harrison.....	a1	468.00	1	400.00	1	350.00	2	320.00	3	130.00	1	40.00	2	300.00	-	-
Hartford.....	b1	25.00	b2	439.00	-	-	-	-	5	160.00	6	149.00	11	210.00	-	-
Hartland.....	-	-	-	-	-	-	1	1,000.00	-	-	c2	415.00	5	1,100.00	7	700.00
Haynesville.....	-	-	-	-	-	-	-	-	-	-	1	100.00	-	-	-	-
Hebron.....	1	500.00	-	-	-	-	d1	150.00	1	175.00	e3	500.00	4	475.00	1	75.00

a Friendship; Waldoboro t, Friendship t. a Harrison t, Otisfield t. b Hartford t, Sumner t. c One--Hartland t, Athens t. One--Hartland t, Pittsfield t. d Hebron t, Oxford t. e Two--Hebron t, Oxford t.

BRIDGE INFORMATION, TABLE IV—Continued.
Towns reporting bridges 6 feet to 45 feet in length, showing distribution as to length and cost.

Town.	County.	40-45 ft.		35-40 ft.		30-35 ft.		25-30 ft.		20-25 ft.		15-20 ft.		10-15 ft.		6-10 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Hermou.....	Pen.	-	-	-	-	2	\$1,600.00	-	-	2	\$1,600.00	5	\$1,500.00	3	\$900.00	1	\$300.00
Hersey.....	Aro.	-	-	-	-	-	-	-	-	1	300.00	1	200.00	4	750.00	-	-
Highland Pl.....	Som.	1	\$200.00	-	-	-	-	-	-	3	180.00	3	65.00	3	65.00	-	-
Hiram.....	Oxf.	-	-	-	-	3	\$105.00	3	\$105.00	1	30.00	4	435.00	6	435.00	1	325.00
Hodgdon.....	Aro.	-	-	-	-	2	345.00	-	-	-	-	-	-	6	107.00	4	55.00
Holden.....	Pen.	-	-	-	-	-	-	-	-	2	180.00	3	150.00	3	200.00	-	-
Hollis.....	Yor.	1	207.90	-	-	71	59.61	1	442.07	94	830.68	1	100.00	8	742.82	1	100.00
Hope.....	Kno.	-	-	-	-	-	-	1	45.00	3	120.00	3	95.00	8	220.00	1	35.00
Houlton.....	Aro.	1	500.00	4	\$3,950.00	2	1,150.00	2	600.00	4	1,150.00	3	850.00	8	2,300.00	3	310.00
Howland.....	Pen.	1	600.00	1	350.00	1	1,500.00	2	500.00	4	850.00	2	350.00	1	75.00	-	-
Hudson.....	Pen.	-	-	-	-	1	400.00	2	1,050.00	-	-	1	200.00	3	375.00	1	75.00
Industry.....	Fra.	1	75.00	-	-	4	170.00	-	-	3	90.00	7	195.00	4	110.00	1	40.00
Island Falls.....	Aro.	-	-	-	-	2	900.00	1	500.00	-	-	-	-	-	-	-	-
Islesboro.....	Wal.	-	-	-	-	-	-	-	-	1	50.00	1	35.00	1	35.00	1	16.00
Jackman Pl.....	Som.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	25.00
Jackson.....	Wal.	-	-	1	500.00	-	-	-	-	2	475.00	7	835.00	1	125.00	-	-
Jay.....	Fra.	1	500.00	1	400.00	-	-	-	-	4	1,360.00	5	950.00	4	600.00	-	-
Jefferson.....	Lin.	-	-	1	1,200.00	1	400.00	2	700.00	6	2,200.00	5	1,000.00	4	550.00	-	-

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Jerusalem Twp.....	Fra.	1	150.00	-	-	-	-	-	1	100.00	3	280.00	2	150.00	9	377.00	-	-
Johnson Mt. Twp.....	Som.	-	-	-	-	-	-	-	-	-	3	90.00	-	-	-	1	20.00	
Jonesboro.....	Was.	-	-	-	-	-	-	-	-	-	-	-	-	-	1	60.00	5	
Jonesport.....	Was.	-	-	-	-	1	389.88	-	-	-	1	350.00	-	-	1	250.00	1	
Kenduskeag.....	Pen.	-	-	-	-	-	-	-	-	-	-	-	3	350.00	4	375.00	1	
Kennebunk.....	Yor.	-	-	a1	1,000.00	b4	6,000.00	2	2,700.00	a3	1,100.00	a4	1,600.00	3	550.00	-	-	
Kennebunkport.....	Yor.	-	-	-	-	1	400.00	2	2,000.00	4	3,000.00	8	5,900.00	7	4,450.00	6	2,350.00	
Kingfield.....	Fra.	-	-	-	-	1	65.00	-	-	5	180.00	3	75.00	6	165.00	3	50.00	
Kingsbury Pl.....	Pis.	1	200.00	-	-	-	-	-	-	-	-	-	-	-	3	110.00	2	
Kittery.....	Yor.	-	-	-	-	-	-	-	-	-	1	200.00	1	200.00	1	150.00	-	
Knox.....	Wal.	-	-	-	-	-	-	-	-	-	-	-	1	200.00	6	360.00	6	
Lagrange.....	Pen.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000.00	
Lakeville Pl.....	Pen.	-	-	-	-	-	-	-	-	-	-	-	-	-	1	40.00	3	
Lambert Lake Twp.....	Was.	-	-	-	-	1	50.00	-	-	-	-	-	-	-	-	-	-	
Lamoine.....	Han.	-	-	-	-	-	-	-	-	-	-	-	1	1,800.00	-	-	-	
Lang Pl.....	Fra.	-	-	-	-	1	50.00	2	45.00	1	20.00	-	-	-	-	-	-	
Lebanon.....	Yor.	-	-	2	1,500.00	-	-	3	1,050.00	11	2,550.00	6	1,775.00	8	1,040.00	3	375.00	
Lee.....	Pen.	-	-	-	-	-	-	-	-	2	400.00	-	-	3	650.00	10	915.00	
Leeds.....	And.	1	125.00	1	125.00	-	-	-	-	-	-	-	-	-	-	-	-	
Levant.....	Pen.	-	-	-	-	3	900.00	1	200.00	1	250.00	-	2	150.00	10	605.00	2	
Lexington Pl.....	Som.	-	-	-	-	2	1,000.00	-	-	1	175.00	1	100.00	10	580.00	3	285.00	
																	115.00	

f Hollis; Dayton 16½ ft., Hollis remainder. g One—Hollis ½, Dayton ½. One—Dayton 14½ ft., Hollis remainder. a Kennebunk; Kennebunkport ½.
b Kennebunk. One—Wells ½; two—Kennebunkport ½. c Kennebunk; Wells ½. Kennebunkport reports no joint bridge in this class.

BRIDGE INFORMATION, TABLE IV—Continued.

Towns reporting bridges 6 feet to 45 feet in length, showing distribution as to length and cost.

Town.	County.	40-45 ft.		35-40 ft.		30-35 ft.		25-30 ft.		20-25 ft.		15-20 ft.		10-15 ft.		6-10 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Liberty.....	Wal.	-	-	2	\$250.00	-	-	-	-	1	\$100.00	4	\$550.00	3	\$185.00	2	\$80.00
Lily Bay Twp.....	Pis.	-	-	-	-	1	\$200.00	-	-	-	-	-	-	-	-	-	-
Limerick.....	Yor.	d1	\$150.00	-	-	1	150.00	3	\$350.00	3	325.00	2	225.00	5	475.00	1	100.00
Limestone.....	Aro.	-	-	-	-	3	950.00	-	-	5	775.00	2	175.00	5	335.00	-	-
Limington.....	Yor.	-	-	-	-	1	150.00	1	130.00	3	374.75	2	175.00	5	320.25	-	-
Lincoln.....	Pen.	-	-	-	-	-	-	-	-	3	285.00	4	910.00	3	305.00	1	35.00
Lincoln Pl.....	Oxf.	-	-	1	100.00	-	-	-	-	-	-	-	-	-	-	-	-
Lincolnton.....	Wal.	3	1,550.00	-	-	-	-	2	700.00	-	-	9	1,975.00	10	1,325.00	-	-
Linnæus.....	Aro.	-	-	-	-	1	250.00	-	-	-	-	2	350.00	7	1,325.00	2	200.00
Lisbon.....	And.	-	-	-	-	-	-	e1	750.00	3	2,300.00	5	2,100.00	5	1,800.00	-	-
Litchfield.....	Ken.	1	500.00	1	800.00	-	-	-	-	79	2,700.00	3	300.00	3	525.00	4	750.00
Littleton.....	Aro.	-	-	-	-	-	-	-	-	1	300.00	-	-	8	500.00	-	-
Livemore.....	And.	-	-	-	-	-	-	1	500.00	1	125.00	1	100.00	9	1,000.00	5	375.00
Lovell.....	Oxf.	5	600.00	-	-	1	100.00	-	-	-	-	-	-	-	-	-	-
Lowell.....	Pen.	-	-	-	-	-	-	-	-	5	126.00	2	325.00	-	-	-	-
Lubec.....	Was.	-	-	-	-	-	-	-	-	1	90.14	-	-	-	-	-	-
Ludlow.....	Aro.	-	-	-	-	-	-	-	-	2	450.00	-	-	-	-	-	-
Lyman.....	Yor.	-	-	-	-	1	900.00	1	700.00	2	1,400.00	4	1,500.00	-	600.00	-	-

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Machias.....	Was.	1	800.00	-	-	-	-	-	-	1	400.00	1	60.00	5	215.00	-	-
Machiasport.....	Was.	-	-	-	-	-	-	-	-	3	160.00	2	165.00	4	90.00	3	75.00
Macwahoc Pl.....	Aro.	-	-	1	1,200.00	-	-	-	-	-	-	-	-	-	-	-	-
Madawaska.....	Aro.	-	-	-	-	-	-	-	-	5	470.00	2	140.00	13	832.00	5	160.00
Madison.....	Som.	-	-	2	4,528.00	-	-	-	-	1	100.00	2	225.00	14	485.00	5	504.00
Madrid.....	Fra.	1	100.00	-	-	2	200.00	-	-	2	75.00	4	100.00	8	170.00	-	-
Magalloway Pl.....	Oxf.	1	1,000.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manchester.....	Ken.	-	-	-	-	-	-	-	-	3	900.00	2	850.00	-	-	1	200.00
Mapleton.....	Aro.	-	-	-	-	-	-	-	-	1	100.00	1	100.00	5	958.00	-	-
Mariaville.....	Han.	-	-	-	-	-	-	-	-	3	550.00	2	200.00	-	-	-	-
Marion.....	Was.	-	-	-	-	2	400.00	3	-	-	-	1	40.00	-	-	-	-
Mars Hill.....	Aro.	-	-	-	-	-	-	-	-	2	200.00	4	275.00	1	25.00	4	110.00
Mason.....	Oxf.	-	-	1	100.00	1	100.00	-	-	1	75.00	-	-	-	80.00	-	-
Matamoras Twp.....	Pen.	-	-	-	-	1	300.00	-	-	-	-	-	-	1	100.00	-	-
Mattawamkeag.....	Pen.	-	-	-	-	1	1,000.00	-	-	1	400.00	-	-	1	75.00	-	-
Maxfield.....	Pen.	-	-	-	-	-	-	-	-	1	30.00	-	-	-	-	-	-
Mayfield Pl.....	Som.	-	-	-	-	-	-	-	-	2	250.00	1	100.00	2	155.00	1	75.00
Mechanics Falls.....	And.	-	-	-	-	-	-	1	100.00	-	-	-	-	-	-	-	-
Meddybemps.....	Was.	-	-	-	-	-	-	-	-	1	776.00	-	-	-	-	-	-
Medford.....	Pis.	-	-	-	-	-	-	-	-	3	1,000.00	1	200.00	3	500.00	-	-
Medway.....	Pen.	-	-	-	-	-	-	-	-	-	-	-	800.00	-	-	1	100.00

d Limerick ‡. Waterboro ‡. Waterboro reports no joint bridge in this class. e Lisbon ‡, Bowdoin ‡. f Litchfield ‡, Richmond ‡. Richmond reports no joint bridge in this class.

BRIDGE INFORMATION, TABLE IV—Continued.
Towns reporting bridges 6 feet to 45 feet in length, showing distribution as to length and cost.

Town.	County.	40-45 ft.		35-40 ft.		30-35 ft.		25-30 ft.		20-25 ft.		15-20 ft.		10-15 ft.		6-10 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Mercer.....	Som.	-	-	12	\$523.00	-	-	1	\$250.00	-	-	-	-	7	\$535.00	15	\$1,235.00
Merrill Pl.....	Aro.	-	-	1	200.00	-	-	-	-	-	-	-	-	3	210.00	1	500.00
Mexico.....	Oxf.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Milbridge.....	Was.	1	\$1,500.00	-	-	-	-	-	-	-	-	3	2,650.00	6	1,450.00	1	423.00
Milford.....	Pen.	1	800.00	1	250.00	-	-	3	575.00	3	425.00	-	-	-	-	-	-
Millinocket.....	Pen.	-	-	-	-	1	\$2,000.00	1	500.00	1	200.00	-	-	-	-	-	-
Milo.....	Pis.	-	-	1	100.00	2	575.00	1	500.00	2	1,400.00	1	200.00	3	350.00	10	925.00
Milton Pl.....	Oxf.	-	-	-	-	-	-	2	140.00	3	128.00	1	42.00	6	169.50	-	-
Minot.....	And.	1	1,500.00	-	-	2	1,500.00	3	1,400.00	1	250.00	4	750.00	9	1,200.00	2	225.00
Monmouth.....	Ken.	2	1,400.00	1	200.00	1	200.00	-	-	3	700.00	4	1,100.00	14	1,240.00	6	1,150.00
Monroe.....	Wal.	3	942.27	1	664.59	1	300.00	1	250.00	5	750.00	3	450.00	4	375.00	-	-
Monson.....	Pis.	1	100.00	-	-	-	-	-	-	1	50.00	5	220.00	8	451.00	5	135.00
Monticello.....	Aro.	-	-	-	-	1	300.00	-	-	2	400.00	1	150.00	-	-	-	-
Montville.....	Wal.	-	-	1	225.00	3	600.00	3	525.00	2	200.00	4	200.00	5	350.00	4	160.00
Moose River Pl.....	Som.	1	125.00	1	100.00	-	-	-	-	-	-	-	-	-	-	-	-
Moro Pl.....	Aro.	1	450.00	-	-	-	-	-	-	2	140.00	2	115.00	1	30.00	-	-
Morrill.....	Wal.	-	-	-	-	-	-	-	-	1	400.00	3	200.00	3	245.00	-	-
Moscow.....	Som.	-	-	1	70.00	3	165.00	2	100.00	5	210.00	3	105.00	6	154.00	2	175.00

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Mt. Chase.....	Pen.	1	500.00	-	-	-	-	-	-	1	200.00	-	-	1	100.00	-	-
Mt. Desert.....	Han.	-	-	-	-	-	-	-	-	1	700.00	3	2,200.00	4	1,550.00	5	1,400.00
Mt. Vernon.....	Ken.	1	350.00	2	475.00	-	-	3	625.00	1	175.00	11	1,725.00	-	-	1	50.00
Naples.....	Cum.	a1	550.00	1	600.00	1	250.00	-	-	1	200.00	2	300.00	3	175.00	3	350.00
Nashville Pl.....	Aro.	-	-	-	-	-	-	-	-	-	-	-	-	1	25.00	-	-
Newburgh.....	Pen.	-	-	-	-	-	-	-	-	-	-	6	551.00	2	125.00	-	-
New Canada Pl.....	Aro.	-	-	-	-	1	200.00	-	-	-	-	-	-	-	-	-	-
Newcastle.....	Lin.	-	-	2	2,200.00	1	800.00	-	-	3	2,400.00	1	250.00	6	700.00	3	450.00
Newfield.....	Yor.	b1	600.00	-	-	-	-	1	500.00	b2	1,200.00	3	1,100.00	c3	630.00	10	1,075.00
New Gloucester.....	Cum.	-	-	-	-	-	-	8	4,800.00	-	-	d12	3,000.00	-	-	-	-
New Limerick.....	Aro.	-	-	-	-	2	1,453.97	1	375.00	2	775.00	3	700.00	-	-	-	-
Newport.....	Pen.	-	-	-	-	-	-	-	-	1	300.00	-	-	-	-	-	-
New Portland.....	Som.	-	-	1	250.00	2	125.00	-	-	3	165.00	6	215.00	2	55.00	3	90.00
Newry.....	Oxf.	-	-	1	42.55	1	39.63	2	63.40	2	50.74	2	41.35	3	50.00	1	15.30
New Sharon.....	Fra.	-	-	2	298.00	4	275.00	-	-	4	225.00	5	210.00	3	90.00	1	20.00
New Sweden.....	Aro.	1	300.00	-	-	-	-	1	100.00	-	-	3	150.00	2	80.00	1	25.00
New Vineyard.....	Fra.	-	-	3	200.00	-	-	1	25.00	5	150.00	7	190.00	13	275.00	1	10.00
Norridgewock.....	Som.	1	600.00	-	-	1	500.00	1	500.00	5	4,950.00	4	1,250.00	e6	1,350.00	-	-
North Berwick.....	Yor.	-	-	3	3,600.00	-	-	4	4,200.00	f5	4,000.00	2	1,700.00	3	950.00	2	350.00
Northfield.....	Was.	-	-	-	-	-	-	-	-	-	-	1	100.00	1	75.00	1	50.00
Northport.....	Wal.	-	-	-	-	-	-	-	-	g1	500.00	1	100.00	1	75.00	-	-

y Mercer t. Smithfield t. Smithfield reports no joint bridge of this class. a Naples t. Casco t. Casco reports no joint bridge in this class. b New field t. Shapleigh t. Shapleigh reports no joint bridge in this class with Newfield. c One—Newfield t. Acton t. d New Gloucester; length averaged. e One—Norridgewock t. Fairfield t. Fairfield reports no joint bridge in this class. f One—North Berwick t. Sanford t. g Northport t. Belfast t. Bel- fast reports this in a smaller class.

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Old Town.....	Pen.	-	-	-	-	-	1	75.00	-	-	1	60.00	3	116.00	-	-	
Orient.....	Aro.	-	-	-	-	-	-	-	-	-	-	-	3	83.00	-	-	
Orland.....	Han.	1	150.00	1	1,000.00	-	-	500.00	4	375.00	4	150.00	5	345.00	3	105.00	
Orneville.....	Pis.	-	-	-	-	-	-	-	2	175.00	3	75.00	1	80.00	-	-	
Orrington.....	Pen.	-	1	1,800.00	1	500.00	2	400.00	-	-	3	500.00	5	1,125.00	-	-	
Otis.....	Han.	-	-	-	-	-	1	350.00	2	275.00	2	650.00	4	485.00	2	20.00	
Otisfield.....	Cum.	-	-	1	79.00	1	74.00	56.00	3	146.50	-	-	4	120.00	2	43.00	
Oxford.....	Oxf.	-	2	1,150.00	1	650.00	2	1,450.00	a5	2,900.00	5	1,600.00	a2	375.00	1	100.00	
Palermo.....	Wal.	-	1	250.00	-	-	2	225.00	2	105.00	3	280.00	7	350.00	-	-	
Palmyra.....	Som.	-	1	350.00	1	50.00	1	100.00	-	-	1	100.00	5	500.00	7	405.00	
Paris.....	Oxf.	2	1,200.00	-	-	4	1,200.00	3	700.00	1	200.00	5	375.00	5	375.00	10	750.00
Parkman.....	Pis.	-	-	-	-	1	600.00	-	1	100.00	4	1,700.00	8	1,150.00	-	-	
Parlin Pond Twp.....	Som.	-	-	-	-	-	-	-	2	100.00	-	-	-	-	-	-	
Parsonsfield.....	Yor.	2	800.00	-	-	2	300.00	-	-	-	4	325.00	17	1,240.00	11	650.00	
Passadunkeng.....	Pen.	-	-	-	-	-	-	-	1	350.00	1	500.00	1	500.00	-	-	
Patten.....	Pen.	-	-	-	-	-	2	575.00	4	776.00	1	30.00	6	255.00	7	1,065.00	
Pembroke.....	Was.	-	-	-	1	116.00	-	-	1	300.00	3	750.00	4	495.00	3	215.00	
Penobscot.....	Han.	-	-	-	-	-	-	-	-	-	1	280.00	-	-	b5	1,525.00	
Perham.....	Aro.	-	-	-	-	1	100.00	-	1	150.00	3	200.00	2	80.00	1	30.00	
Perkins Twp.....	Fra.	-	3	890.00	-	-	-	-	-	-	1	90.00	1	60.00	3	150.00	
Perry.....	Was.	-	-	-	-	-	2	400.00	2	350.00	-	-	-	-	-	-	

A No. 7, Hancock Co. **‡**, Steuben **‡**. Steuben reports no joint bridge of this class. **a** Three—Oxford **‡**, Hebron **‡**, Penobscot **‡**, Castine **‡**. Castine reports no bridge.

BRIDGE INFORMATION, TABLE IV—Continued.

Times requiring bridges 6 feet to 45 feet in length, showing distribution as to length and cost.

[illegible]

COMMISSIONER OF HIGHWAYS.

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Readfield.....	Ken.	-	-	-	-	1	650.00	1	650.00	2	1,000.00	5	2,700.00	2	1,000.00
Reed Pl.....	Aro.	-	-	300.00	-	1	200.00	-	-	3	375.00	7	500.00	2	125.00
Richmond.....	Sag.	-	-	-	-	3	6,400.00	5	6,400.00	8	4,600.00	4	2,520.00	1	250.00
Ripley.....	Som.	-	-	-	-	-	-	-	-	-	-	2	225.00	2	150.00
Robbinston.....	Was.	9	4,500.00	1	200.00	3	1,400.00	-	1	250.00	2	200.00	2	200.00	-
Rockport.....	Kno.	-	-	-	-	2	1,300.00	2	1,700.00	2	2,500.00	6	4,700.00	-	-
Rome.....	Ken.	-	-	1,000.00	-	-	-	71	500.00	1	300.00	2	200.00	2	200.00
Roque Bluffs.....	Was.	-	-	-	-	-	-	1	200.00	1	150.00	-	-	-	-
Roxbury.....	Oxf.	1	175.00	-	-	1	125.00	1	125.00	1	150.00	2	185.00	11	690.00
Rumford.....	Oxf.	1	600.00	-	-	-	-	1	450.00	11	3,025.00	7	1,250.00	26	3,535.00
Saco.....	Yor.	-	-	-	-	-	-	1	200.00	1	150.00	3	500.00	-	-
St. Agatha.....	Aro.	-	-	-	-	-	-	-	-	-	1	60.00	2	40.00	-
St. Albans.....	Som.	1	500.00	-	-	1	900.00	5	1,025.00	12	2,925.00	1	100.00	-	-
St. Francis.....	Aro.	-	-	-	-	-	-	3	600.00	-	-	1	75.00	4	275.00
St. George.....	Kno.	-	-	-	-	-	-	2	1,300.00	-	-	-	-	-	-
St. John Pl.....	Aro.	-	-	-	1	250.00	2	675.00	2	277.00	-	1	50.00	-	-
Salem.....	Fra.	1	75.00	-	3	625.00	1	75.00	-	5	155.00	2	60.00	-	-
Sandy River Pl.....	Fra.	-	-	2	350.00	2	150.00	1	50.00	1	50.00	2	80.00	-	-
Sandy Bay Twp.....	Som.	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sanford.....	Yor.	1	2,000.00	1	5,000.00	15	7,300.00	2	4,200.00	2	4,200.00	1	200.00	3	35.00
Saugerville.....	Pis.	-	-	1	175.00	2	250.00	3	325.00	3	75.00	4	225.00	3	150.00

c One—Plymouth part, Newport part. Newport reports no joint bridge of this class. d Poland; one—Mechanic Falls. Mechanic Falls does not re-
port. a Two—Randolph. Pittston. Pittston reports no joint bridge of this class. b Raymond. Raymond reports no such bridge. f Rome
f. Smithfield. Smithfield reports no joint bridge of this class. g One—Hanford. Alfred. Alfred reports no such bridge. h One—Hanford. North Berwick.

BRIDGE INFORMATION, TABLE IV—Continued.
Towns reporting bridges 6 feet to 45 feet in length, showing distribution as to length and cost.

Town.	County.	40-45 ft.		35-40 ft.		30-35 ft.		25-30 ft.		20-25 ft.		15-20 ft.		10-15 ft.		8-10 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
Scarboro	Cum.	1	-	-	-	1	\$1,000.00	-	-	4	\$2,100.00	2	\$650.00	6	\$1,950.00	8	\$2,150.00
Searsmont	Wal.	1	\$375.00	3	\$950.00	3	750.00	2	\$425.00	4	550.00	2	250.00	2	150.00	1	20.00
Searsport	Wal.	1	100.00	-	-	1	300.00	-	-	-	-	-	-	-	-	-	-
Sebago	Cum.	-	-	-	-	-	-	1	125.00	2	220.00	-	-	-	-	-	-
Sebec	Pis.	1	200.00	-	-	-	-	-	-	2	350.00	4	600.00	7	725.00	7	500.00
Sedgwick	Han.	-	-	-	-	-	-	-	-	-	-	-	-	1	250.00	-	-
Shapleigh	Yor.	-	-	-	-	-	-	2	650.00	3	3,150.00	72	375.00	7	950.00	1	150.00
Sherman	Aro.	1	200.00	-	-	1	1,150.00	-	-	3	325.00	2	150.00	2	150.00	-	-
Shirley	Pis.	1	200.00	-	-	-	-	-	-	-	-	-	-	3	130.00	-	-
Sidney	Ken.	1	800.00	1	700.00	-	-	-	-	1	150.00	9	1,050.00	5	600.00	-	-
Silver Ridge Pl.	Aro.	-	-	-	-	-	-	64	400.00	-	-	-	-	-	-	-	-
Skowhegan	Som.	-	-	41	1,500.00	1	2,500.00	1	1,000.00	3	2,000.00	2	2,500.00	-	-	417	\$50.00
Smithfield	Som.	-	-	1	600.00	-	-	1	600.00	-	-	-	-	2	600.00	-	-
Smyrna	Aro.	-	-	-	-	-	-	2	750.00	-	-	-	-	3	165.00	2	70.00
Solon	Som.	-	-	1	400.00	4	800.00	1	200.00	-	-	3	525.00	1	100.00	-	-
Somerville	Lin.	2	300.00	2	250.00	3	285.00	2	140.00	4	180.00	-	-	-	-	-	-
South Berwick	Yor.	-	-	-	-	1	1,500.00	2	1,900.00	1	500.00	4	1,825.00	4	1,581.00	3	1,500.00
South Portland	Cum.	-	-	-	-	-	-	1	1,500.00	2	3,023.08	1	125.00	4	850.00	-	-

BRIDGE INFORMATION, TABLE IV—Continued.

Towns reporting bridges 6 feet to 45 feet in length, showing distribution as to length and cost.

Town.	County.	40-45 ft.		35-40 ft.		30-35 ft.		25-30 ft.		20-25 ft.		15-20 ft.		10-15 ft.		6-10 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
The Forks Pl.....	Som.	-	-	-	-	-	-	-	-	-	-	-	-	3	\$80.00	-	-
Thomaston.....	Kno.	-	-	-	-	-	-	-	-	1	\$50.00	4	\$65.00	-	-	-	-
Thorndike.....	Wal.	-	-	-	-	-	-	-	-	5	330.00	8	480.00	4	140.00	3	\$55.00
Topsfield.....	Was.	-	-	-	-	-	-	-	-	9	1,000.00	-	-	-	-	-	-
Topsهام.....	Sag.	1	\$400.00	1	\$250.00	-	-	-	-	-	-	-	-	2	55.00	-	-
Tremont.....	Han.	1	375.00	-	-	2	\$600.00	1	\$200.00	1	470.00	-	-	-	-	-	-
Trenton.....	Han.	-	-	-	-	-	-	1	80.00	1	60.00	1	40.00	46	600.00	-	-
Trescott.....	Was.	-	-	-	-	2	450.00	1	200.00	1	200.00	1	150.00	9	500.00	-	-
Troy.....	Wal.	-	-	-	-	2	900.00	1	400.00	1	250.00	2	325.00	2	250.00	-	-
Turner.....	And.	1	300.00	-	-	3	1,300.00	-	-	2	500.00	4	325.00	1	50.00	-	-
Union.....	Kno.	21	600.00	-	-	21	400.00	1	350.00	126	1,675.00	7	1,945.00	69	1,165.00	3	255.00
Unity.....	Wal.	-	-	-	-	1	200.00	1	200.00	3	300.00	7	500.00	4	165.00	-	-
Upton.....	Oxf.	1	225.00	-	-	1	41.00	-	-	-	-	-	-	-	-	2	19.00
Van Buren.....	Aro.	-	-	-	-	-	-	1	900.00	1	150.00	-	-	1	200.00	1	150.00
Vanceboro.....	Was.	-	-	-	-	-	-	-	-	-	-	1	60.00	1	40.00	-	-
Vassalboro.....	Ken.	-	-	-	-	-	-	-	-	4	4,000.00	2	1,200.00	1	300.00	-	-
Vienna.....	Ken.	-	-	-	-	-	-	-	-	22	550.00	3	300.00	-	-	-	-
Vinalhaven.....	Kno.	-	-	-	-	-	-	-	-	-	-	1	299.00	1	250.00	-	-

Wade Pl.....	Aro.	-	-	-	-	1	275.00	-	-	-	-	-	-	-	-	2	225.00	2	277.36
Waite.....	Was.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Waldo.....	Wal.	-	-	2	600.00	-	-	-	-	-	-	-	-	-	-	1	50.00	-	-
Waldoboro.....	Lin.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	3,175.00	13	3,565.00
Wales.....	And.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	300.00	-	-
Wallgrass Pl.....	Aro.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Waltham.....	Han.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Warren.....	Kno.	-	-	1	800.00	1	400.00	2	1,100.00	2	1,050.00	4	1,150.00	2	375.00	1	250.00	-	-
Washburn.....	Aro.	-	-	-	-	-	-	2	375.00	2	500.00	3	360.00	4	225.00	1	100.00	-	-
Washington.....	Kno.	-	-	-	-	-	-	-	1,800.00	4	1,050.00	5	1,240.00	5	550.00	3	215.00	-	-
Washington Twp.....	Fra.	-	-	-	-	-	-	-	100.00	1	90.00	-	-	3	170.00	-	-	-	-
Waterboro.....	Yor.	-	-	-	-	2	125.00	1	30.00	7	245.07	11	234.75	21	257.12	3	26.81	-	-
Waterford.....	Oxf.	-	-	2	1,076.65	-	-	-	700.00	3	500.00	10	4,075.00	5	745.00	13	2,725.00	-	-
Waterville.....	Ken.	-	-	-	-	1	400.00	-	-	1	3,000.00	1	100.00	-	-	5	1,425.00	-	-
Wayne.....	Ken.	-	-	-	-	1	175.00	-	-	-	-	3	380.00	7	1,125.00	-	-	-	-
Webster.....	And.	-	-	1	250.00	-	-	-	-	1	250.00	1	200.00	3	400.00	2	200.00	-	-
Webster Pl.....	Pen.	-	-	-	-	1	457.74	-	-	-	-	-	-	-	-	-	-	-	-
Weld.....	Fra.	4	750.00	4	2,200.00	4	1,300.00	2	550.00	8	875.00	9	1,050.00	9	480.00	1	25.00	-	-
Wellington.....	Pis.	-	-	2	375.00	2	350.00	2	250.00	1	180.00	2	165.00	1	75.00	-	-	-	-
Wells.....	Yor.	-	-	-	-	-	-	-	-	10	4,050.00	79	3,300.00	67	1,450.00	-	-	-	-
Wesley.....	Was.	1	37.58	-	-	-	-	-	-	1	20.00	1	18.00	4	51.14	-	-	-	-

d One—Trenton †, Eden †. a Union †, Washington †. Washington reports no joint bridge in this class. b Union †, Warren †. Warren reports no joint bridge in this class. c One—Vienna †, Chesterville †. A One—Waldoboro †, Nobleboro †. Nobleboro makes no report. e One—Waldoboro †, Friendship †. Friendship reports no joint bridge in this class. f Three—Wells †, Kennebunk †. g Two—Wells †, Kennebunk †.

BRIDGE INFORMATION, TABLE IV—Concluded.
Towns reporting bridges 6 feet to 45 feet in length, showing distribution as to length and cost.

Town.	County.	40-45 ft.		35-40 ft.		30-35 ft.		25-30 ft.		20-25 ft.		15-20 ft.		10-15 ft.		6-10 ft.	
		Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
West Bath.....	Sag.	-	-	-	-	-	-	-	-	1	\$1,200.00	-	-	-	-	1	\$150.00
Westbrook.....	Cum.	-	-	1	\$1,200.00	1	-	-	-	-	-	-	-	4	\$4,500.00	-	-
Westfield.....	Aro.	1	\$100.00	-	-	1	100.00	-	-	2	65.00	-	-	2	50.00	-	-
West Gardiner.....	Ken.	-	-	1	300.00	1	-	-	-	-	-	-	-	-	-	6	3,405.00
Westmanland Pl.....	Aro.	-	-	-	-	-	-	1	\$75.00	-	-	-	-	-	-	-	-
Westport.....	Lin.	-	-	-	-	-	-	1	150.00	-	-	-	-	-	-	-	-
Whitefield.....	Lin.	-	-	-	-	-	-	1	60.00	3	320.00	12	\$640.00	6	275.00	-	-
Whiting.....	Was.	-	-	2	410.00	1	150.00	-	-	1	150.00	3	320.00	4	305.00	4	140.00
Whitneyville.....	Was.	-	-	-	-	-	-	-	-	1	300.00	1	200.00	1	200.00	2	80.00
Williamsburg.....	Pis.	-	-	-	-	-	-	-	-	-	-	-	-	3	150.00	-	-
Willimantic.....	Pis.	-	-	1	1,000.00	1	900.00	-	-	-	-	1	500.00	3	225.00	-	-
Wilton.....	Fra.	1	325.00	1	300.00	-	-	5	850.00	2	350.00	6	675.00	2	200.00	-	-
Windham.....	Cum.	1	1,800.00	-	-	4	3,600.00	4	3,700.00	3	950.00	5	2,700.00	6	4,350.00	-	-
Windsor.....	Ken.	-	-	1	700.00	1	500.00	2	775.00	1	400.00	2	185.00	3	260.00	2	175.00
Winn.....	Fen.	-	-	-	-	-	-	2	750.00	-	-	-	-	-	-	-	-
Winslow.....	Ken.	1	700.00	-	-	-	-	2	1,200.00	2	700.00	6	2,025.00	5	1,150.00	1	150.00
Winter Harbor.....	Han.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	25.00
Winterport.....	Wal.	-	-	-	-	-	-	2	300.00	2	500.00	13	1,250.00	6	1,725.00	3	875.00

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Winthrop.....	Ken.	-	-	-	-	-	-	2	1,400.00	2	750.00	4	1,000.00	5	1,200.00		
Wiscasset.....	Lin.	-	61	90.00	1-63	370.00	-	2	500.00	6	545.00	6	370.00	-	-		
Woodland.....	Aro.	-	-	-	-	-	3	200.00	5	705.00	5	375.00	4	290.00	5	185.00	
Woodstock.....	Oxf.	-	-	-	-	-	1	17.90	1	23.74	7	478.80	15	309.65	3	65.30	
Woodville.....	Pen.	-	-	-	-	-	-	-	-	-	2	150.00	3	150.00	-	-	
Woolwich.....	Sag.	1	200.00	1-c5	1,200.00	1-c2	220.00	-	3	172.00	3	115.00	7	265.00	1	15.00	
Wyman Twp.....	Fra.	-	-	-	1	115.00	-	-	1	90.00	-	-	-	-	-	-	
Yarmouth.....	Cum.	-	-	-	-	-	-	-	-	-	1	100.00	-	-	-	-	
York.....	Yor.	1	400.00	-	-	-	3	975.00	5	1,450.00	4	3,400.00	10	1,560.00	-	-	
Total.....		174	\$89,760.31	186	\$108,568.93	326	\$136,822.83	394	\$150,516.82	902	\$266,943.51	1,197	\$227,241.79	1,719	\$209,949.96	832	\$94,949.31

A West Bath †, Bath ‡. West Bath reports this in a larger class. † West Gardiner ‡; Litchfield reports no joint bridge for this class. a Winslow
 One—State aid \$300. One—China †. b Wiscasset †, Woolwich †. c Woolwich †, Wiscasset †.

1,087 bridges over 45 feet in length reported to have cost \$4,001,870.75. For detailed information for bridges over 45 feet in length see Tables II and III.

1,261	"	40	"	"	"	"	"	4,081,631.05
1,457	"	35	"	"	"	"	"	4,200,219.89
1,775	"	30	"	"	"	"	"	4,337,942.82
2,169	"	25	"	"	"	"	"	4,487,559.64
2,572	"	20	"	"	"	"	"	4,764,503.15
3,270	"	15	"	"	"	"	"	4,981,744.84
6,367	"	10	"	"	"	"	"	5,181,694.90
6,819	"	6	"	"	"	"	"	5,276,644.21.

Totals for the State.

TABULAR STATEMENT SHOWING NUMBER AND COST OF BRIDGES OVER CERTAIN LENGTHS.

EXPLANATORY NOTE: The 119 bridges over 300 feet in length includes the 66 bridges over 400 feet and the 53 bridges between 300 and 400 feet in length; the 135 bridges over 275 feet in length includes the 66 bridges over 400 feet, the 53 between 300 and 400 feet and the 16 between 275 and 300 feet, and so on through the table; similarly the last column shows cost of all bridges in excess of the length mentioned.

In referring to the table remember that 6,819 is the *total* number of bridges reported and that \$5,276,644.21 is the total reported cost of *all bridges* in the State.

66 bridges over 400 feet in length, reported to have cost										\$1,601,184.35
119	"	"	300	"	"	"	"	"	"	2,012,229.33
135	"	"	275	"	"	"	"	"	"	2,074,678.23
153	"	"	250	"	"	"	"	"	"	2,145,628.35
177	"	"	225	"	"	"	"	"	"	2,301,441.35
205	"	"	200	"	"	"	"	"	"	2,433,949.86
236	"	"	175	"	"	"	"	"	"	2,567,092.16
301	"	"	150	"	"	"	"	"	"	2,808,545.91
357	"	"	125	"	"	"	"	"	"	3,028,596.07
482	"	"	100	"	"	"	"	"	"	3,290,607.19
535	"	"	90	"	"	"	"	"	"	3,427,921.80
604	"	"	80	"	"	"	"	"	"	3,549,162.04
695	"	"	70	"	"	"	"	"	"	3,646,689.50
822	"	"	60	"	"	"	"	"	"	3,768,886.81
995	"	"	50	"	"	"	"	"	"	3,933,334.90
1,087	"	"	45	"	"	"	"	"	"	4,001,870.75
1,261	"	"	40	"	"	"	"	"	"	4,091,631.06
1,447	"	"	35	"	"	"	"	"	"	4,200,219.99
1,775	"	"	30	"	"	"	"	"	"	4,337,042.82
2,169	"	"	25	"	"	"	"	"	"	4,487,559.64
3,072	"	"	20	"	"	"	"	"	"	4,754,503.15
4,270	"	"	15	"	"	"	"	"	"	4,981,744.94
5,987	"	"	10	"	"	"	"	"	"	5,191,694.90
6,819	"	"	6	"	"	"	"	"	"	5,276,644.21

